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AMRL-TR-75-50 Volume 73



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USAF BIOENVIRONMENTAL NOISE DATA HANDBOOK

Volume 73

T-43A Aircraft, Near and Far-Field Noise

**JANUARY 1977** 

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AEROSPACE MEDICAL RESEARCH LABORATORY
AEROSPACE MEDICAL DIVISION
AIR FORCE SYSTEMS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

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FOR THE COMMANDER

HENNING E. VON GIERKE

Director

Biodynamics and Bionics Division Acrospace Medical Research Laboratory

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SECURITY CLASSIFICATION OF THIS PAGE(When Date Entered) for total daily exposure of personnel with and without standard Air Force ear protectors. Far-field data measured at 19 locations are normalized to standard meteorological conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours for these same seven acoustic measures as functions of angle and distance from the source. Refer to Volume 1 of this handbook, JUSAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application, AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. PROPERTY OF THE PROPERTY OF TH

# **PREFACE**

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723104, Measurement and Prediction of Noise Environments of Air Force Operations.

The author gratefully acknowledges Mr. John Cole for his assistance in preparing this report, Mr. Robert Lee and Mr. Jerry Speakman for their assistance in acquiring the raw data, Mr. Henry Mohlman, Mr. Keith Kettler and Mr. David Eilerman of the University of Dayton for assistance in the mechanics of data processing and Mrs. Norma Peachey and Mr. Mike Patterson for assistance in typing and preparation of the graphics.

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# INTRODUCTION THE RESIDENCE OF THE PROPERTY OF

The USAF T-43A is a navigator-trainer aircraft powered by two JT8D-9A turbofan engines. The aircraft was manufactured by the Boeing Company and the engines by United Aircraft, Pratt and Whitney Division. The commercial version of the aircraft is the Boeing 737-200.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the T-43A aircraft.

This volume is one of a series published by the Aerospace Medical Research Laboratory (AMRL) under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15 C temperature, 70% rel humidity, 0.760 meters Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individually volumes are published and is available upon request from AMRL/BBE, Wright-Paterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Dirct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975

<sup>2.</sup> Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), AMRL, WPAFB, OH, 1975

# **NEAR-FIELD NOISE**

### **MEASUREMENTS**

AMRL acquired near-field noise data on the T-43A aircraft during ground runup operations of its turbofan engines and its on-board auxiliary power unit, APU. For these tests, the aircraft was located on a concrete taxiway at Wright-Patterson AFB with no significant reflecting surfaces in the vicinity except the ground plane. Table 1 gives the surface meteorological conditions and the engine/APU power conditions. The ground-crew chief selected power conditions and near-field locations generally used during routine maintenance or engine runup for preflight checks.

At each near-field location a test engineer randomly moved a hand-held microphone in and around each location, probing all areas where a crew member's head would normally be located. He recorded all of the noise samples on magnetic tape. During analysis of each sample, he determined the root-mean square sound pressure using a 4- or 8-second integration time to derive a power-averaged level for each location. Figure 1 shows the five numbered near-field locations where ground crew are usually located for maintenance and/or preflight checkout operations. Also shown are seven measurement locations (one every 30°) located on a 6.1 meter radius semicircle where the exhaust of the APU is at the center. Estimates of noise levels at other locations in the near-field are difficult since the noise source is spatially distributed, i.e., not a point source. The noise levels at near-field locations can vary widely depending upon relative distances from each noise source (intake noise, exhaust noise, panel resonances, internal engine noise through the engine wall, etc.).

Table 1 lists the numeric/alphabetic designators used on the data pages in this report to identify the measurement locations and test conditions. For example, the designator 1/A means ground crew location 1 and test condition A.

#### RESULTS

The measured data presented in Table 2 define the sound pressure levels (SPL) produced by the T-43A aircraft at the six ground crew locations. This table includes the overall, 1/3 octave band, and octave band levels. From these data one can calculate the variety of measures given in Table 3 which are widely used to assess the effects of noise on personnel and their performance.

All near-field data are for the meteorological conditions at the time of test but are valid for all typical airbase meteorology because of the short sound propagation distances involved.

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## TABLE 1

# MEASUREMENT LOCATIONS AND TEST CONDITIONS FOR NEAR-FIELD NOISE MEASUREMENTS

T-43A Aircraft, Ground Runups, Wright-Patterson AFB 10 October 1974 Tail # 20285

## **Ground Crew Location**

	Marsnau
2	Fire Guard
3	Engine Start
4	FLG Chock Pull
5	Trim Adjustment
6	6.1 Meter (20 ft.) Radius, 30° Increment Mapping of APU

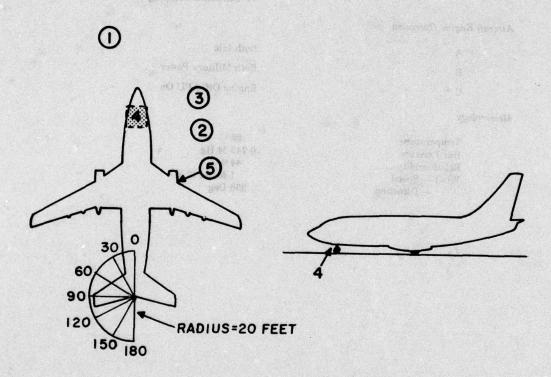
# Aircraft Engine Operation

A	Both Idle
В	Both Military Power
C	Engine Off, APU On

## Meteorology

Temperature	20 C
Bar Pressure	0.743 M Hg
Rel Humidity	44 %
Wind — Speed	1 M/Sec (2 kt
- Direction	350 Deg

Figure 1. Near-Field Managrament kacations on Taxiway 21 at Weight Patterson AFB OF



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Figure 1. Near-Field Measurement Locations on Taxiway 21 at Wright-Patterson AFB OH

# FAR-FIELD NOISE

### MEASUREMENTS

AMRL acquired both near- and far-field data during a 1-2 hour test period, thus keeping similar meteorological conditions. Figure 2 shows the ground runup pad, ground cover, (short grass) aircraft orientation and the 19 microphone measurement sites on a semicircle. The center of the 75 meter radius semicircle used in surveying the JT8D-9A engines was on the ground directly below the intersection of the aircraft's centerline and the plane passing through both engines' exhaust-nozzle exits.

Table 4 provides cockpit readouts of some engine characteristics (% RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of the source where the sound wavefronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand-held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

## RESULTS

Table 5 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 3 which provides a compact summary of the far-field noise characteristics of the T-43A aircraft in a standard format.

Figure 4 and Table 6 present two basic acoustic measures, the acoustic power level and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure which describes the geometric way in which the source radiates this power as a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialists.

Estimates of noise characteristics for intermediate power settings (e.g., 88% engine core speed) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 5 through 11 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

No data are presented at the 170 and 180 degree locations for power settings greater than idle because of turbulent air flow behind the aircraft. Typical A-weighted levels for these angles are 10 to 20 dBA below those at the 160 degree location.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating.

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

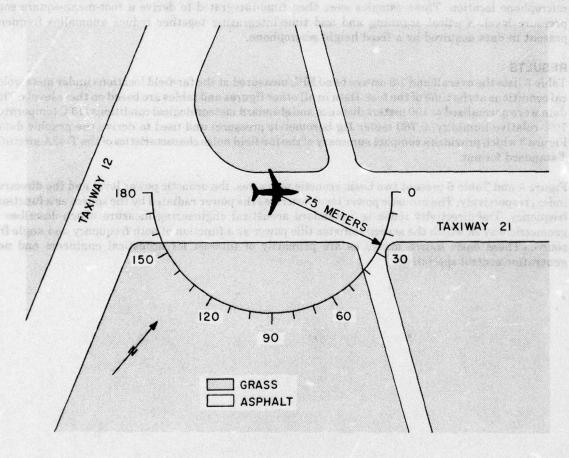


Figure 2. Far-Field Measurement Locations at Wright-Patterson AFB OH

										) OMEGA 3.2
NOISE SOURCE/SUBJECT!	J.	OPERATION	. NO			~-				RUN 01
T-43A AIRCRAFT GROUND CREW	. • •			1 20		•••				~
NEAR FIELD NOISE LEVELS	~					^			i la Vi	) PAGE F1
のない。			4.34		OCATIO	LOCATION/CONDITION	ITION	n 31		
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31.5	73	11	77	87	83	87				
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00	83	9.4	80	83	46	92				
100	87	68	82	8	96	95				
125	81	85	280	8 8 8 8 8	91	102				
200	8 2	98	82	89	36	86				
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315	83	88	85	96	66	101				
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	8	1 10	2 8	2 8	0 20	100				
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1600	96	102	100	102	66	66				
2000	97	104	102	102	98	98				
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3150	103	109	105	110	102	86				
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63			7.4	2.	714	704	724	12	75	
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			78	82	82	83	83	3	3	
250			7.4	81	81	82	81	82	82	
315			72	90	29	83	92	98	85	
007			2	10	62	80	82	82	83	
500			2	98	8	8	92	85	85	
630			9.2	8:	2.2	51	2.	82	85	
90				70	22	1,4	100	2 6	:	
1250			78	83	62	12	282	25	::	
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0008	86	103	66	106	95	100				4.0
OVERALL STREET DESKY	401	116	110	4.1	100	113				A District

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NEAR FIELD NOISE LEVELS (	CENET TORS	2 15 3 51 1 51							) PAGE H1
HON	5/9	9/9	9/9	9/9	9/9	9/9	9/9		
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	096	960	096	960	960	096	960		
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	S. S. A. W.		000000						
PREFERENCE LEVEL PRICE LEVEL PSIL	LEVEL (PS.1L 81	11 IN UB)	96	83	85	99	*		
ANNOYANCE PERCEIVED NOISE LEVEL, TONE CORRECTED (PNLT IN PNDB	ORRECTED (	PNLT I	PNOB)						
	105	118	108	106	106	106	105		

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## TABLE 4

# TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

T-43A Aircraft, Ground Runups, Wright-Patterson AFB 10 October 1974 Tail # 20285

## Aircraft Engine Operation

Idle Both Engines
1.05 EPR, Engine Pressure Radio
34 % NC, Core Speed
1050 LBS/HR FF, Fuel Flow

80% Engine Runup

Both Engines

1.50 EPR

80 % NC

4800 LBS/HR FF

85% Engine Runup Both Engines
1.70 EPR
85 % NC
5800 LBS/HR FF

90% Engine Runup

Both Engines

1.84 EPR

90 % NC

7000 LBS/HR FF

Takeoff Rate Thrust
Both Engines
2.01 EPR
97 % NC
8000 LBS/HR FF

## Meteorology

Temperature 20 C
Bar Pressure 0.743 M Hg
Rel Humidity 44 %
Wind Calm

S	1/3 OCTAVE DISTANCE =	BAN	PRESSURE D S METERS	Marie Co. Company Co. Co.	LEVEL	609											OMEGA 1.4	FICATION	
NOISE SOL	NOISE SOURCE/SUBJECT	ECT 8		8		POWER				¥ ~~:	TENP	HETEOROLOGY: TEMP				1	RUN	01	
JT60-9 E FAR FIEL	1-43A AIRCRAFI JT80-9 ENGINE FAR FIELD NOISE				1.05 BOTH FREE	EPR ENGINES FLOW	S				BAR F	HUMID		<b>E</b> ×	S E		13 HAY	2 2	
FREG				,	3	3		1 4	•	OEGREES	ES)						3		
3 t	• (		3 !		7	2	2	<b>:</b> :	2	3	100	7	120	130	140	150	101		
23.55	634	229	634	634	244	200	656	674	799	69	68	2,44	23	90	12	22	2 2	22	2,5
0,4			654		654	89	69	68	674	999	68	22	72	72	72	12	: 2	22	28
20	63<	9	62<	63<	949	>19	674	999	> 49	674	7.1	72	72	73	72	73	73	*	75
63	>99	91	9		99	> 29	>69	£24	>19	684	704	73	73	15	16	15	74	2	75
98	73	- •	727		>69	>69	724	104	99	724	23	714	21	2	89	62	9:	23	2
125	2 2	72.	75		25	674	71	737	77,	1.04	757	727	22	200	32	102	22	* 22	676
160	75	1	12		69	68	68	65	2	72	20	22	20	7.8	11	80	282	2	2
200	73	72	14		69	99	69	99	20	72	12	11	75	11	75	78	7.8	75	72
250	92	75	73		89	99	99	9	29	69	72	20	73	11	92	11	11	1.	72
315	2	2	15		69	29	49	19	99	99	69	72	73	11	11	11	11	2	76
004	77	92	75		29	99	49	62	63	99	7.1	14	75	75	16	73	73	72	72
200	29	28	92		29	99	69	63	61	89	7.1	12	15	28	73	73	7	20	69
630	62	28	92		69	69	89	69	62	69	72	22	92	29	15	2	2	2	2
000	28	8 6	92		21	2	9	62	63	69	73	22	21	21	12	22	23	2	2
1000	28	20	2 :		2:	25	2 8	8	3 3	2;	*	2	::	=;	22	2:	8	60	8
1600	80	8			2 6	82	200		9 6	2 :	200	2 2	. 4		:	2 :	12	1 8	
2000	48	83	96		83	96	85	262	72	52	82	2	81	82	23	11	2	2	12
2500	88	98	98		82	82	62	75	12	16	62	28	81	82	7.8	2	7.1	73	73
3150	93	96	89		90	68	88	88	90	80	83	80	82	83	7.8	78	72	75	16
0004	98	85	85		83	94	83	28	7.4	82	* 8	96	**	83	00	2	7.	2	26
2000	85	83	83		90	79	79	14	20	11	62	78	80	81	11	22	7.7	73	73
6300	83	81	81		7.8	92	92	72	29	73	11	92	78	8	22	73	69	1	7.1
8000	90	78	11	16	12	72	72	29	79	11	7.4	12	92	7.8	14	Z	29	99	68
10000	*2	73	72	12	69	29	99	63	23	65	89	89	2	72	67	65	61	9	63

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< LEVEL CORRECTED TO REMOVE BACKGROUND/ELECTRONIC NOISE.

1/3 OCTAVE BAND DISTANCE = 75	METERS		1											1	OMEGA	A 1.4 75-002-049	OMEGA 1.4 TEST 75-002-04
Company of the second	1 12 12 12 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	8	RATI 30% R 1.5 E 307H	PERATION: 80% RPH 1.5 EPR BOTH ENGINES FREE FLOW	S		1 (2 12 W) (2 12 W) (3 12 W) (4 12 W) (		ETEOR TEMP BAR B	METEOROLOGY TEMP BAR PRESS REL HUMID		7 X X X X X X X X X X X X X X X X X X X	2 2	3-22	RUN 0 13 HAY	75	
	20	- R	3	50	3		ANGLE 80	OEGREES 90 10	EES)	110	120	130	140	150	160	170	180
	76	75	1		7.8	- C	ě	80	80	85	87	693	97	8	44		
	12	: 2	11	12	77	4	81	83	9 4	85	87	92	96	100	96		
	52	90	21	62	82	81	84	98	87	88	90	96	100	102	66		
	8 4	5 2	2 2	800	8 8	2 4	8 8	9 2	8 6	8 6	92	197	103	100	97		
	81	82	82	3 80	87	87	8	88	92	93	96	102	107	107	96		
	83	85	94	96	87	88	96	91	46	96	66	105	110	111	96		
	85	98	83	84	85	88	89	91	63	96	86	103	110	111	66		
	80	98	\$ .	82	87	80 e	8	91	36	96	86	102	109	110	101		
	8 6 2	8 2	8 6	82	0 80	0 80	83	96	1 80	91	95	96	26	101	96		
	88	98	81	80	79	81	83	86	87	90	16	97	96	66	95		
	28	98	85	79	29	81	95	87	87	16	93	95	16	96	6		
	98	4 %	85	80	000	8 8	98	6 6	6 6	92	93	95	46	8 8	87		
	87	83	3	8 2	9 9	9	98	98	8	3 2	92	92	92	31	*		
	88	85	85	82	82	83	85	88	89	90	91	91	91	68	81		
	88	98	98	84	84	**	85	87	83	90	60	83	68	87	79		
	89	18	87	85	86	86	85	88	89	90	89	89	88	85	78		
	80	98	96	96	4 6	4 1	87	80	6	91	60	8	87	40	2		
	26	160	2 5	0 0	0 0	200	6 0	40	91	92	0 0	000	* 4	20	2 5		
	91	89	68	86	87	90	6	6	88	95	3	86	9 6	82	25	SV XX LT	
	95	89	89	98	87	85	87	88	46	95	91	85	83	8	12		
	76	93	91	68	68	87	18	88	91	95	68	84	81	79	73		
	88	95	98	82	83	81	94	85	90	96	87	81	78	92	20		
	29	92	*	81	82	7.9	22	8	92	82	85	71	12	7	49	54 -8	
	105	104	103	100	101	101	101	103	105	106	108		116	118	108		

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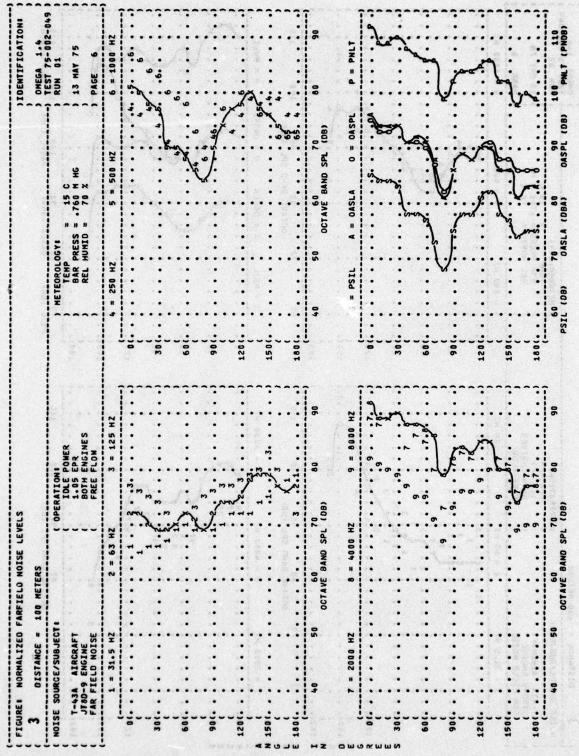
133	1/3 OCTAVE DISTANCE =	E BAND	D NET	METERS			C)	(2) (3) (4)									OMEGA 1.4 TFST 75-002-04	1.4	
O S IN O	ISE SOURCE/SUBJECT: 1-43A AIRCRAFT JT8D-9 ENGINE FAR FIELD NOISE	<b>1</b> 129	3 021	5	PERATI 85% R 1.7 E BOTH FREE	OPERATIONS ( 85% RPH ( 1.7 EPR ( BOTH ENGINES	S	(g 20a	15 313	20000	ETEOR TEMP BAR BAR R	METEOROLOGY TEMP BAR PRESS REL HUMID		7 X X C	9	2000	RUN 0 13 HAY		
	•	=	20	36	3	50	69	7 A	ANGLE 80	(DEGREES)	EES)	3	120	130	140	150	160	170	180
	26		11	52	5	7.8		•	83	82	98	87	8	16	100	100	100		
	78		7.8	29	78	81	80	81	83	*	98	89	96	95	100	102	102		
	86	23	8	8	18	82	9 4	92	96	87	66	91	93	86	103	105	103		
	8 3		9 9	8 2	8 61	2 9 6	87	8 24	8 6	9 6	2 6	96	6 6	103	108	107	101		
	85		84	84	83	86	68	89	96	95	92	97	100	106	110	109	101		
	88		85	86	98	87	90	91	92	*6	96	100	103	109	114	111	101		
	8 6	6 6	880	88 8	98	82	Ø 6	060	92	46	96	66 .	102	170	115	113	100		
	95		91	66	8 2	87	80	87	68	91	36	96	100	103	108	111	102		
	89		90	96	85	98	86	85	98	96	95	96	66	102	101	107	66		
	69		91	89	84	83	84	94	85	88	90	36	86	100	100	102	96		
	8		8	89	48	85	83	96	98	89	91	76	96	86	66	66	16		
	6 6	10 d 10 d	0 d	60 4	300	82	E 4	87	60	16	92	96	96	96	98	97	93		
	98		87	87	3	3 60	8	87	88	91	60	95	96	96	96	93	87		
	98		87	88	98	94	84	88	88	96	93	76	96	95	76	91	85		
	85	84	98	88	96	85	9.4	88	88	90	95	76	95	76	36	96	82		
	87		88	88	87	19	98	68	88	91	93	95	95	76	36	90	81		
	98		82	82	70	**	40	96	88	91	93	95	36	92	90	88	29		
	8 5	5 6	200	9 6	98	9 2	0 Q	28	80 6	91	86	*	95	8	80 6	92	9;		
	6	6	100	8	8 2	86	86	32	8	2.6	9 6	9 %	6	16	86	8 9	12		
	98		86	85	96	83	83	96	85	89	93	36	91	87	83	8	72		
	92		93	92	68	87	87	85	85	87	90	95	90	85	81	78	7.0		
	83	83	40	82	8	2	79	80	81	85	88	69	87	83	28	75	89		
	81		82	80	90	11	7.8	92	92	62	94	*	85	11	73	72	65		
	104	104	104	103	101	101	101	101	103	105	107	109	===	116	121	120	112		

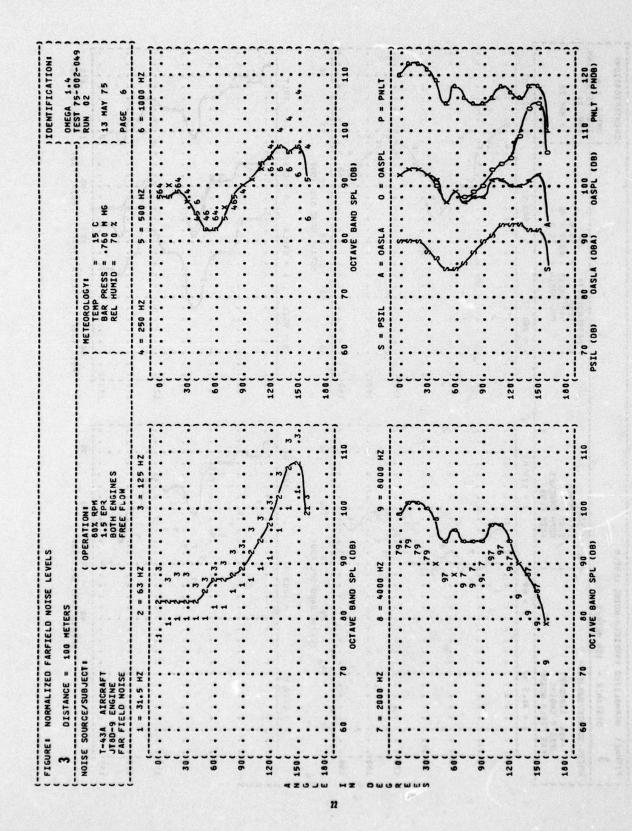
S	1/3 OCTAVE DISTANCE =	BAN 7	METERS	ERS	METERS												OMEGA 1.4	A 1.4	
NOISE SOL	SOURCE/SUBJECT	: CT:	10	8	PERATION: 90% RPM	NO		1 23	1 SD 7	~~	METEOROLOGY TEMP	010GY	12	U	12	775	RUN	70	640-2
1-43A JT80-9 FAR FIE	T-43A AIRCRAFT JT8D-9 ENGINE FAR FIELD NOISE	381	5), 53 / 18 (5) (5	-11	1.84 EPR BOTH ENG FREE FLO	Z	ES	10 W 1 -4 O 1			BAR	PRESS		1 X 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9	222	13 HAY PAGE	7 75	
FREG	20				8			A	ANGLE	(DEGREES)	EES)								
(HZ)	- re	10	20	30	9	20	9	20	80	06	100	110	120	130	140	150	160	170	180
25	75	11	7.8	62	80	79	82	82	83	83	86	91	93	98	102	103	101		
31.5	5 78	62	62	79	80	81	82	83	98	87	06	92	93	66	103	103	102		
	90	80	81	83	82	84	85	98	96	90	91	93	46	102	105	101	102		
20	82	80	82	81	83	9.4	85	85	89	89	95	46	66	104	108	107	102		
63	***	62	82	82	82	98	80 0	89	96	91	93	96	101	108	110	109	103		
3 5	8 8	8 8	90	0	0 9	0	30	91	26	200	60	8	103	110	112	111	101		
125	3.5	26	06	8 6	e «	6 6	91	95	9 6	92	6 6	101	106	113	118	113	100		
160	95	36	96	92	96	91	91	93	96	98	100	103	106	112	120	116	102		
200	93	93	93	95	89	89	89	91	92	95	96	100	104	108	115	114	101		
250	91	92	76	91	88	88	88	89	90	76	96	66	103	107	111	112	101		
315	92	93	93	91	87	98	87	87	89	95	95	96	101	106	106	108	98		
004	93	36	16	93	87	98	88	88	96	95	95	98	96	104	106	105	96		
200	91	15	95	95	88	87	89	89	91	93	96	66	66	104	105	103	76		
630	90	96	95	91	89	87	8	90	95	76	97	66	66	104	103	101	91		
800	88	6	06	83	88	87	83	68	95	93	26	66	66	103	100	98	88		
1000	88	88	90	90	89	88	90	90	95	93	46	66	66	102	100	96	85		
1250	87	98	88	89	83	89	90	91	95	93	96	66	98	100	98	46	82		
1600	88	60	68	66	96	83	91	92	92	36	97	86	96	66	97	92	81		
2000	20	96	87	87	88	87	83	83	92	*6	97	96	97	98	97	91	80		
2500	69	94	98	96	88	98	88	83	92	*6	96	96	96	96	95	88	77		
3150	96	97	95	95	16	95	95	91	36	96	86	66	96	96	46	87	92		
4000	*6	93	91	16	16	91	91	90	93	95	98	66	96	76	93	85	75		
2000	87	98	84	84	98	84	8	87	90	93	96	96	95	91	96	82	72		
6300	86	88	87	98	87	86	87	85	87	90	93	*6	90	89	87	80	20		
8000	95	94	83	91	85	82	82	81	94	87	90	8	87	98	**	92	68		
10000	1	79	18	26	78	76	11	11	28	85	82	98	82	9	80	72	65		

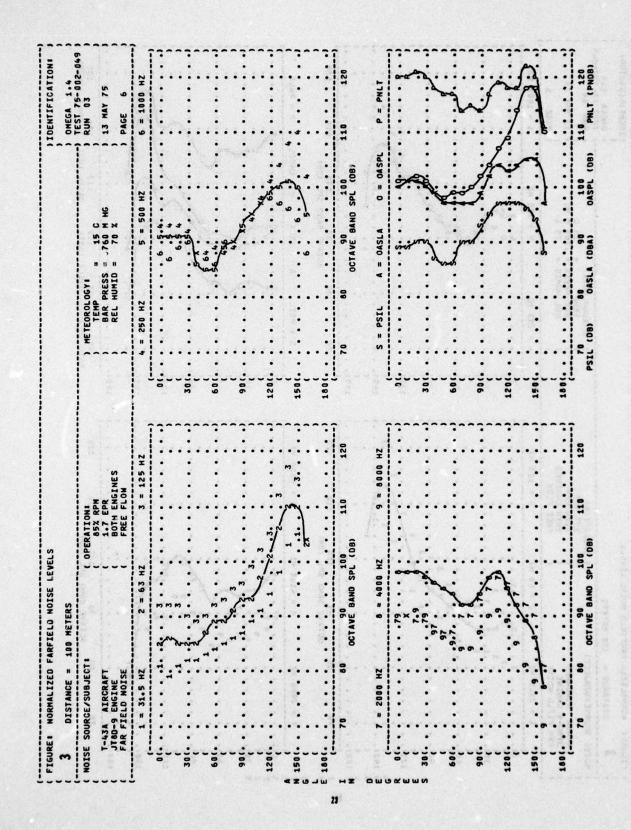
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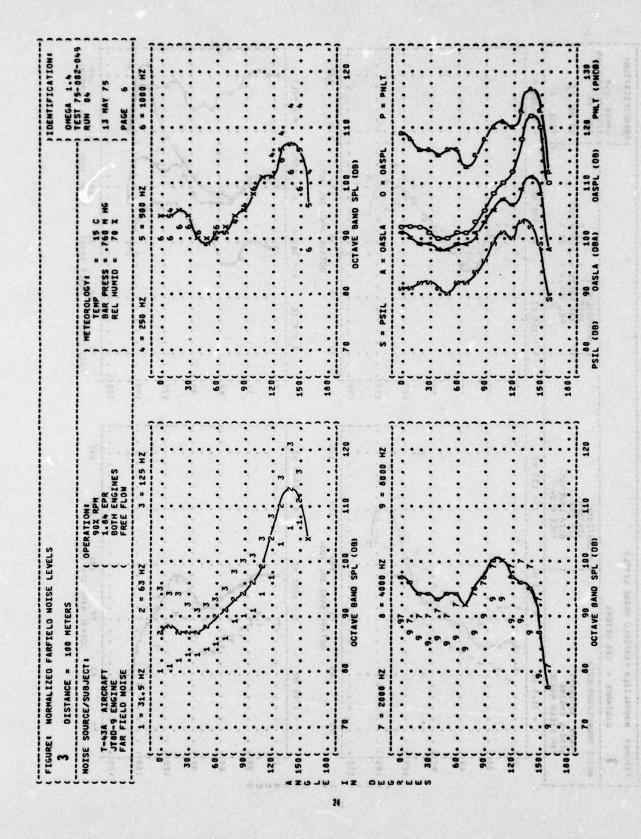
DENTIFICATIONS ONEGA 1.4	1EST 75-002-049 RUN 05 13 MAY 75 PAGE 2	0 160 170 180		7 104					105											6 61		2 79	01	2.6		5 115
		150		107																				0 0	-	125
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	7 7 5 C C C C C C C C C C C C C C C C C	130	98	101	105	110	112	116	116	=======================================	111	110	108	101	101	100	104	103	102	100	66	86	*	26	85	123
		120	91	95	100	102	106	108	110	108	101	105	104	104	105	101	103	104	103	101	101	6	÷ 1	0 0	8	118
	OLOGY:	110	88	36	96	66	100	104	106	103	101	101	100	101	103	103	102	103	102	101	101	103	F (	36	2	115
	METEOROLOGY TEMP BAR PRESS REL HUMID	EES) 100	98	90	96	95	96	100	103	66	98	97	86	66	201	100	66	66	66	98	66	100	2	00	9	112
	^^^^	(DEGREES) 90 100	98	8 6	63	93	95	66	101	97	96	46	96	97	2	66	97	86	98	46	66	66	6	200	85	111
	8 318	ANGLE 80	98	87	1 16	93	36	97	2 6	96	36	91	8	35	* 6	4 6	3	95	96	76	*	95	7	9 4	2	108
	EPR	7 P.	85	98	68	91	95	95	96	46	93	91	95	6	*	9 6	95	96	93	93	93			0 4	13	107
	OWER 2.01 ES	0.9	9.4	98	87			36	96	16	92	06	90	91	200	9 6	93	95	95	95	95	46	0 0	9 8	7.8	106
	- H3	20	94	85	85	68	91	93	95	93	91	8	6	96	7 2	93	93	46	92	91	91	93	60	9 4	11	105
רבאפר	OPERATIONS MILITARY 100% RPH BOTH ENG	3	82	83	9	89	89	6	* *	93	26	6	90	8 6	1 6	16	92	93	96	89	8	95	8 :		26	104
u	8	30	83	83	82	88	88	91	95	95	95	36	96	62	* 6	6	93	93	8	88	83	93	0	8 6	2	106
	15 201	20	82	83	40	88	68	91	98	96	26	96	98	96	200	9 2	92	95	89	88	89	93	00		92	107
BAND =	i.	9	90	82	83	87	91	93	97	95	96	96	96	95	. 8	91	89	96	87	87	89	94	00	8 6	92	106
MEASURED SOU 1/3 OCTAVE B DISTANCE =	NOISE SOURCE/SUBJECT: T-43A AIRCRAFT JT8D-9 ENGINE FAR FIELD NOISE	. 0	80	81	***	87	89	93	66	46	16	96	26	*6	* 6	95	90	96	98	98	68	95	•		25	106
5 1	OISE SOURCE/SUBJ 1-43A AIRCRAFT JT8D-9 ENGINE FAR FIELD NOISE	FREQ (HZ)	25	31.5	20	63	08	100	160	200	250	315	004	500	000	1000	1250	1600	2000	2500	3150	0004	2000	8000	10000	OVERALL

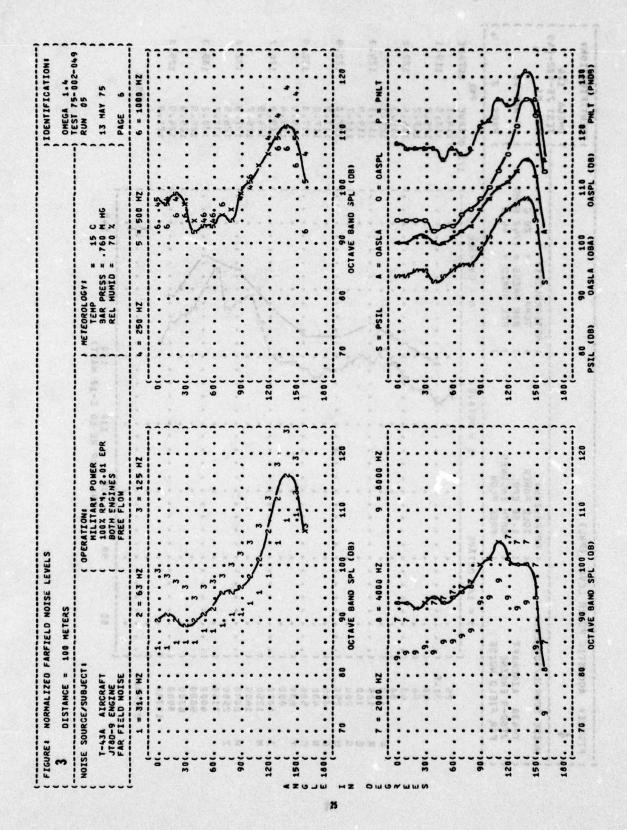
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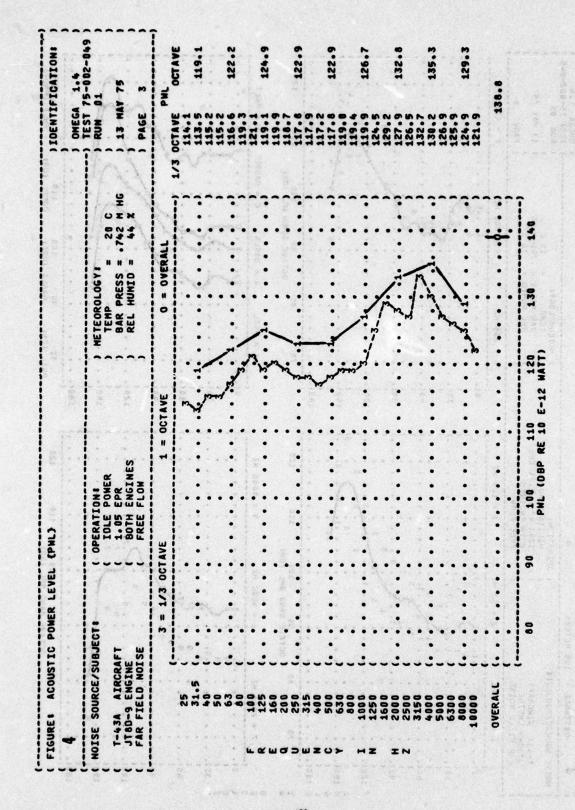


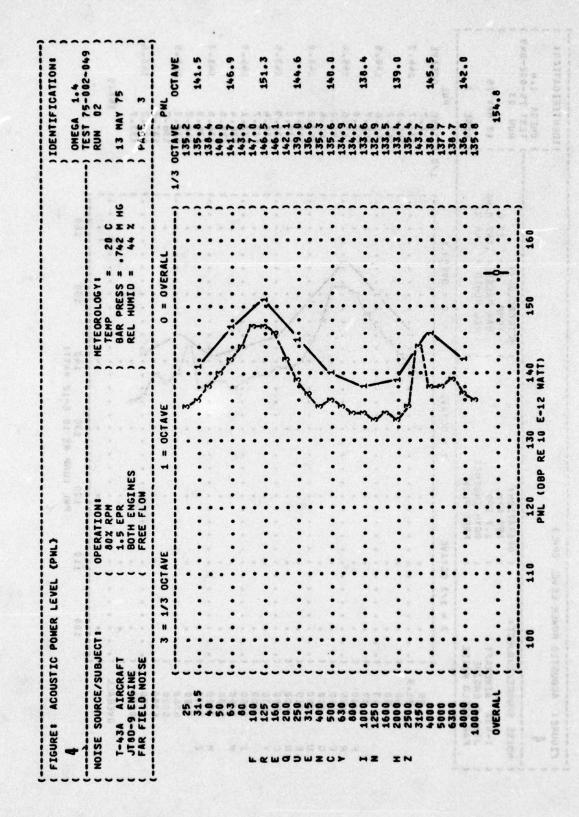




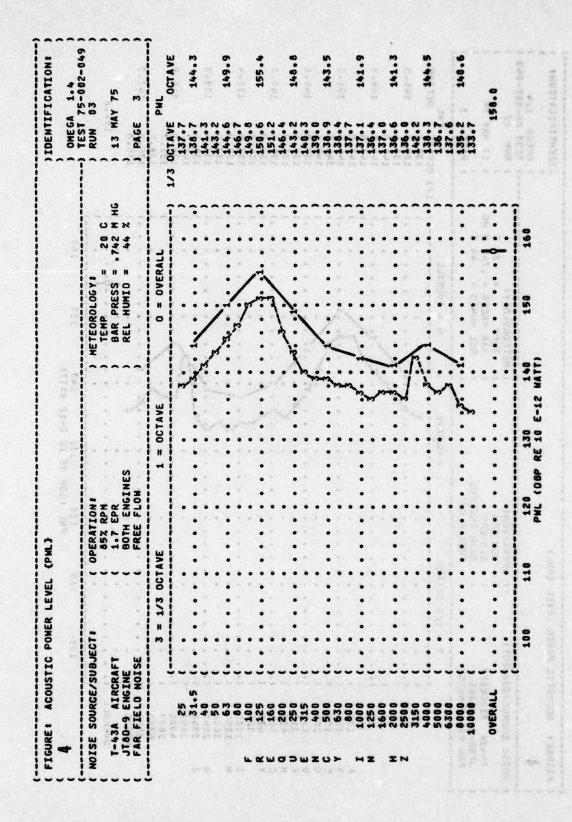




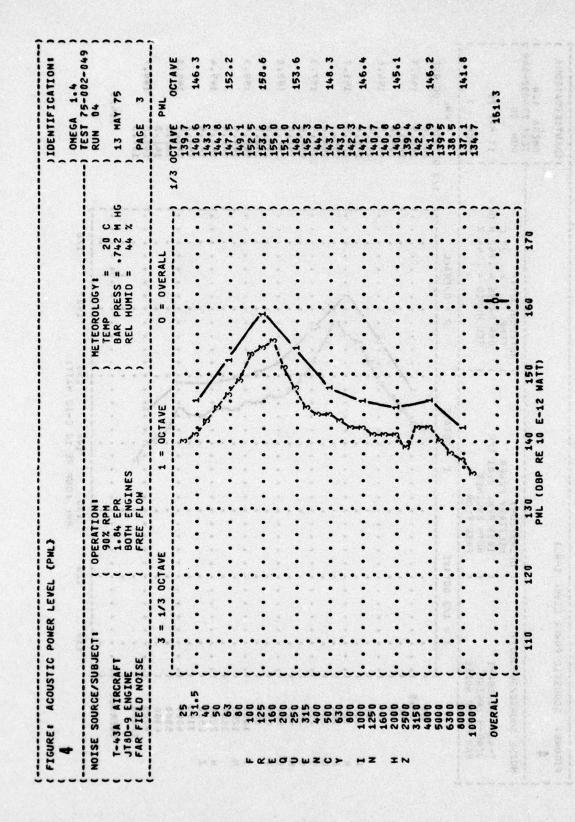


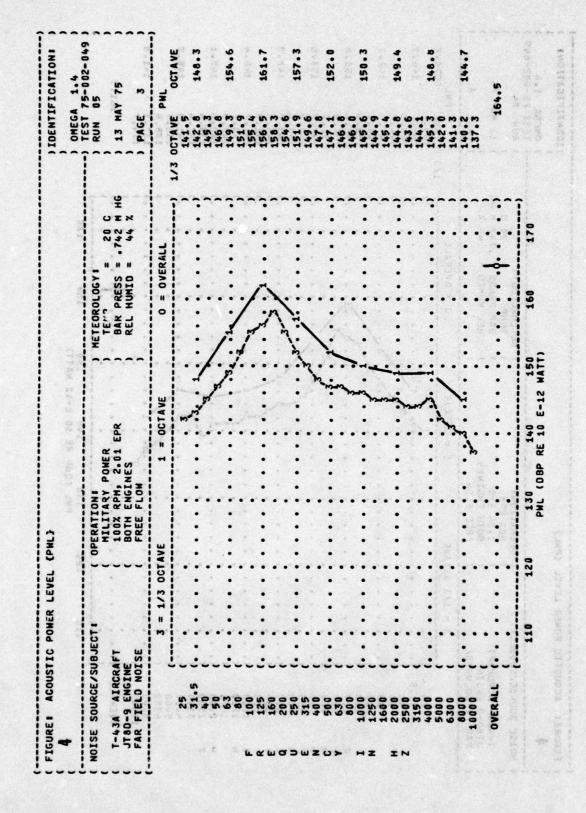


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NOISE SOURCE/SUBJECT: T-43A AIRCRAFT J180-9 ENCINE FAR FIELD NOISE	CCRAFT SINE NOISE	6 ** 1 ** 1 ** 1 ** 1 ** 1 ** 1 ** 1 **	rice to the man of the s	8	OPERATIONS IDLE POW 1.05 EPR BOTH ENG FREE FLO	TONE POWER EPR ENGINES FLOW	9	1777	177 0 X 37	2000	ETEOR TEMP BAR F	METEOROLOGYS TEMP BAR PRESS REL HUMID		0 E X	in to the position of the second seco	1	RUN DI 13 HAY PAGE	75-002-0 01 17 75	5-049
FREG	0.1	9	20	8	3	50	3	A P	NGLE (	(DEGREES)	EES) 100	1 8	120	130	140	150	160	12	2
1/3 OCTAVE																			
	9-	-1	9-	-5	1	-3	-2		-3	?	-	4	1	?	3	10	9	9	7
31.5		ķ,	٠.	· ·	71	*		7	21	~	m (	2.	7'	00	m	4.	9.	<b>~</b> (	•
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63			9	•	, 0	, ,	. 2		7	7	17		, n	*		*	0	· ~	•
80	7	7	-5	1	4	-5			9	-2	T	-5	7	M	9	2	2	7	-
100	7	7		-5	9				5	0	?	7	2	2	*	9	M	-5	*
125	? •	? ;	2 0	9 4	* u	97			71	200	~ •	۲.		N P	, c	•	W P	77	•
200	? ?	77	7		•	•			77	20		10	- ~	<b>.</b>	, n	9	. 4		17
250		100	4	?	1	*			4		7	-	-	2	100	*	*	-	?
315	•	2	2	•	*	-5			-	-	*	7	1	2	5	\$	•	2	3
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800	6	*	m	-	-2	*	9		-11-	1	7	+	•	•	-	-	*	†	1
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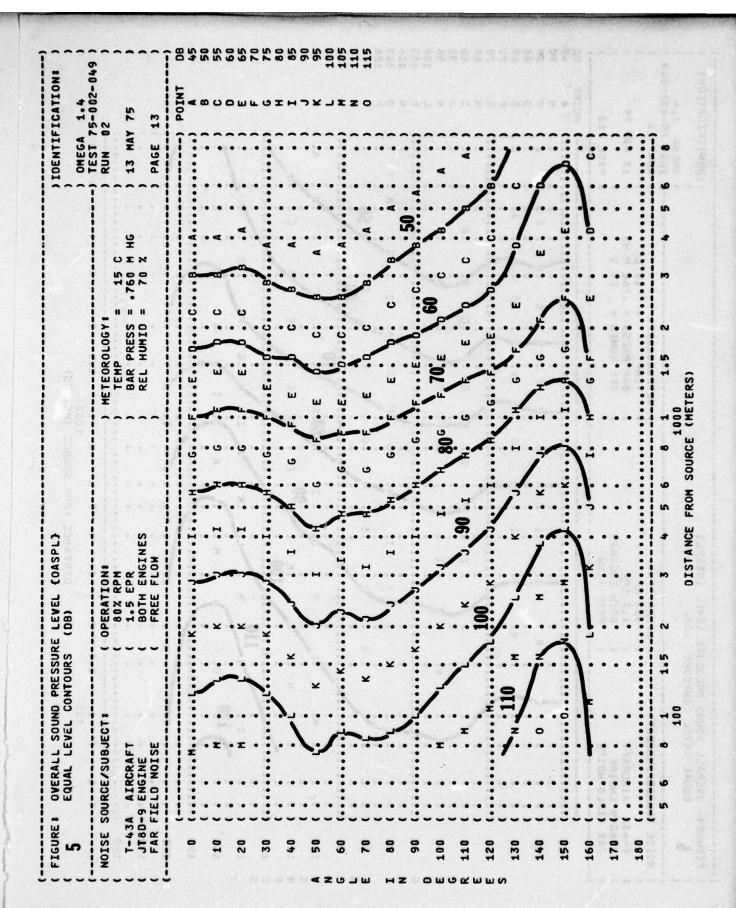
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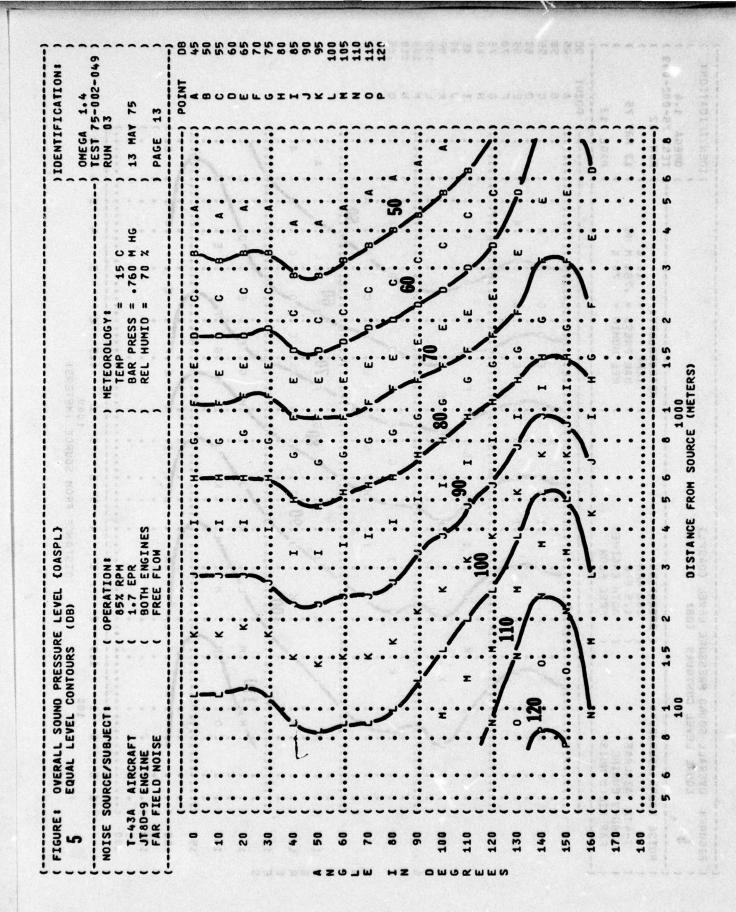
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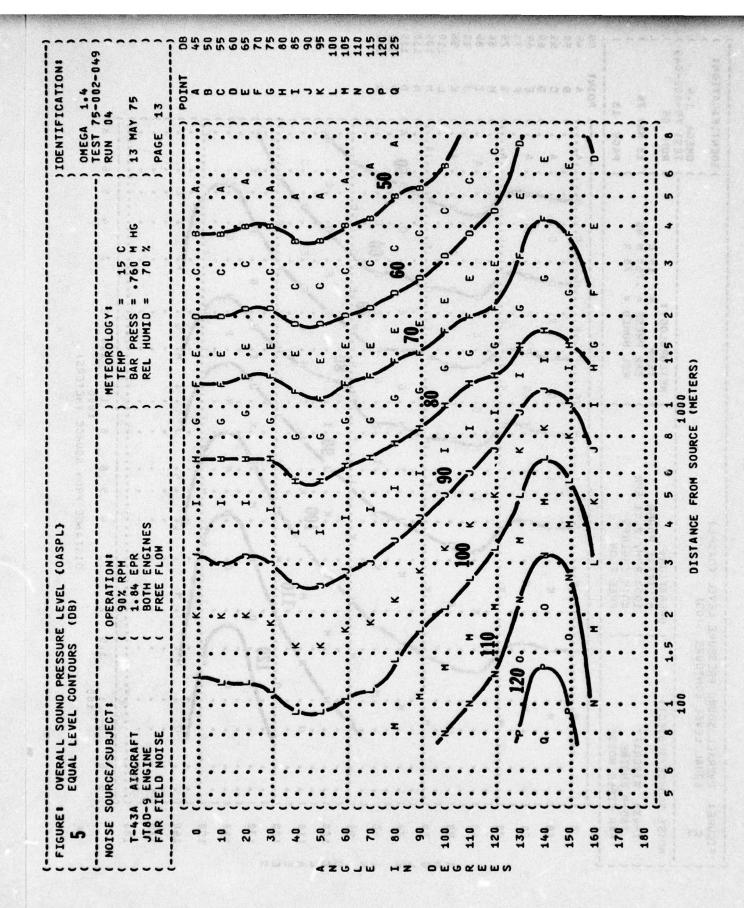
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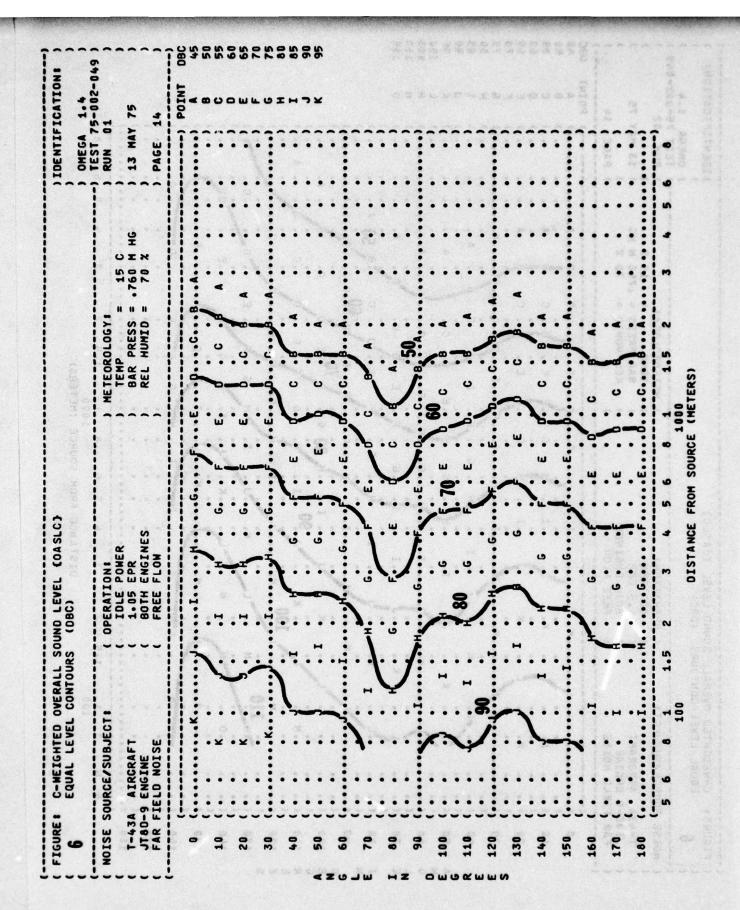
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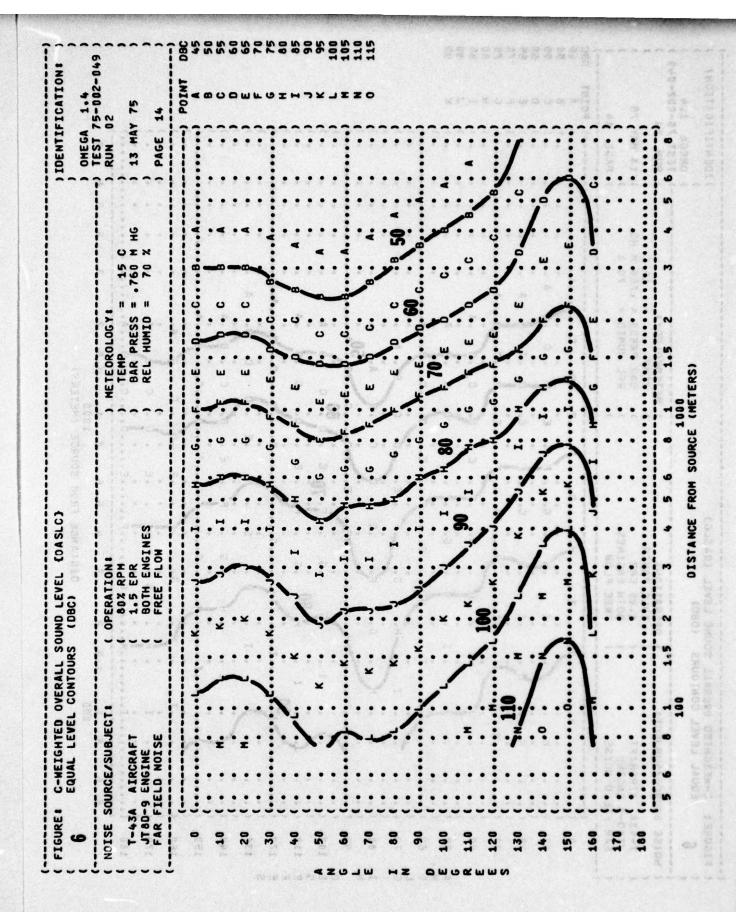


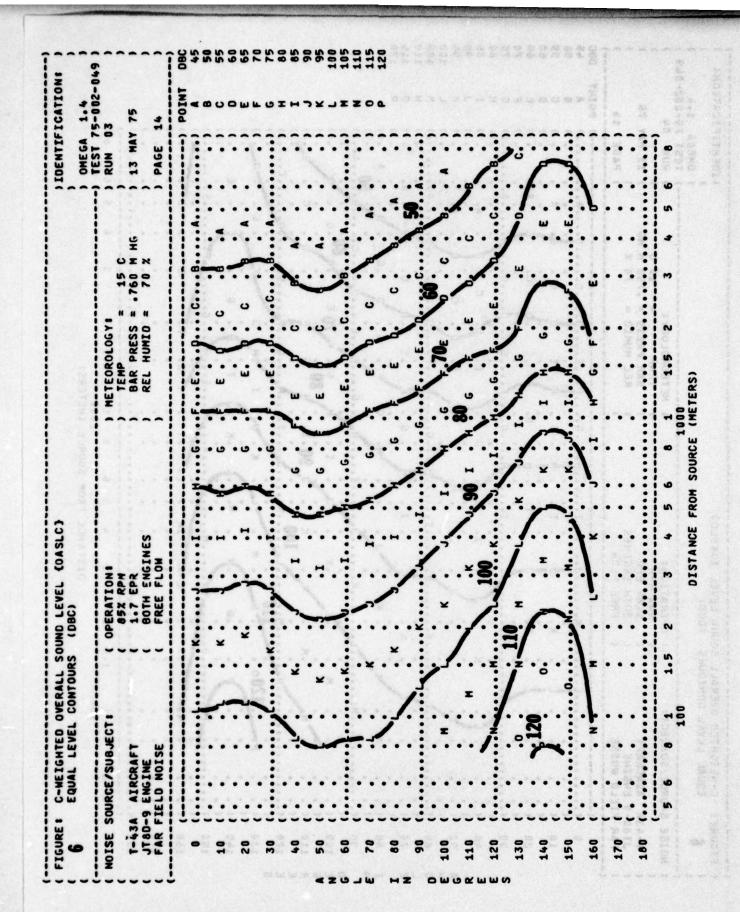


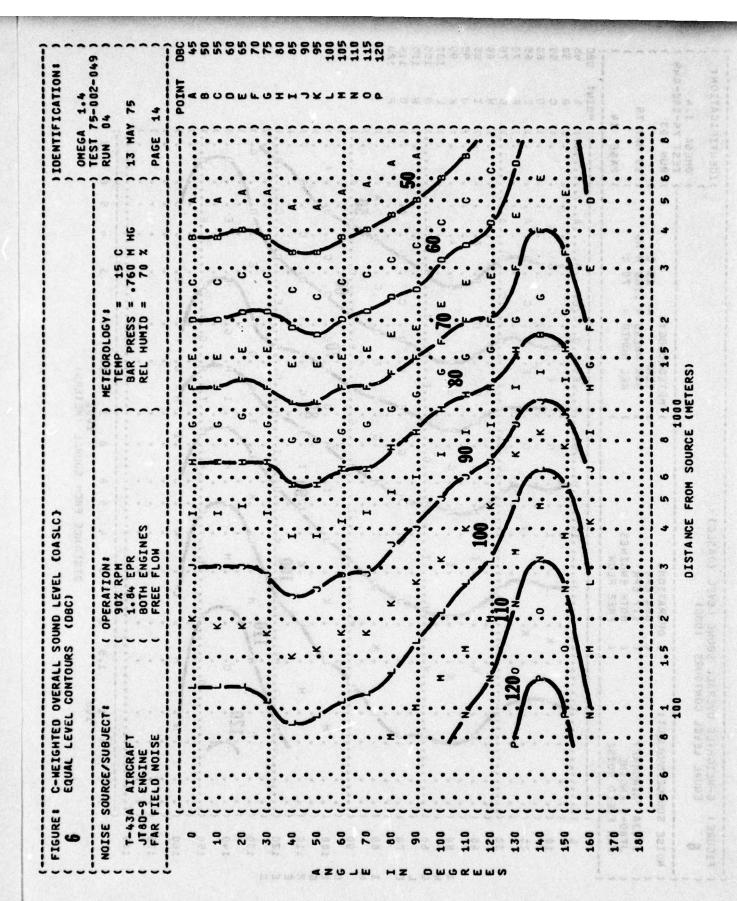


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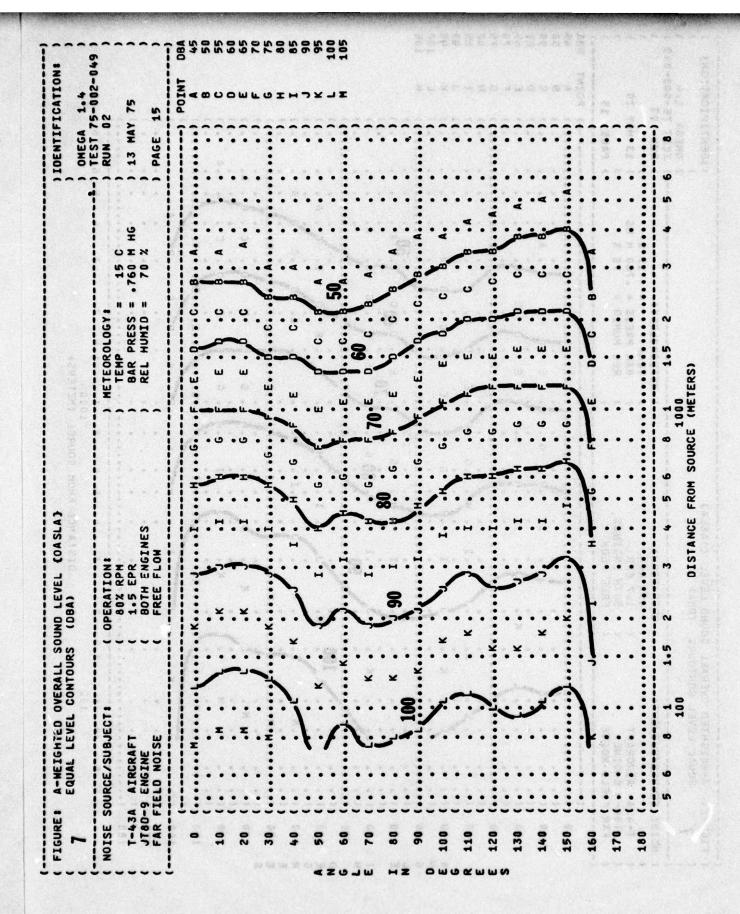


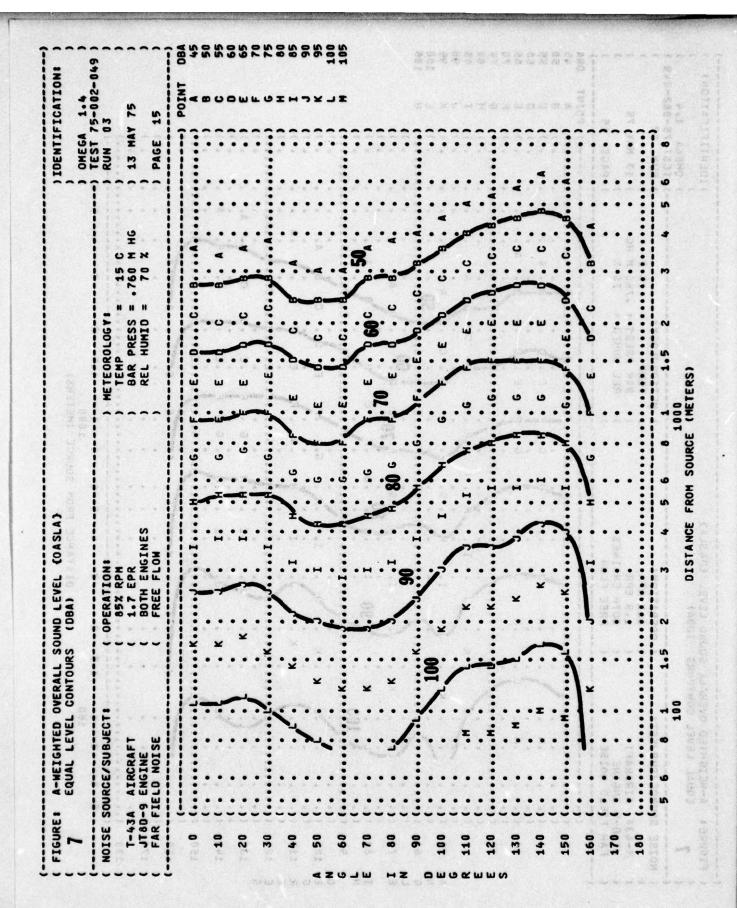


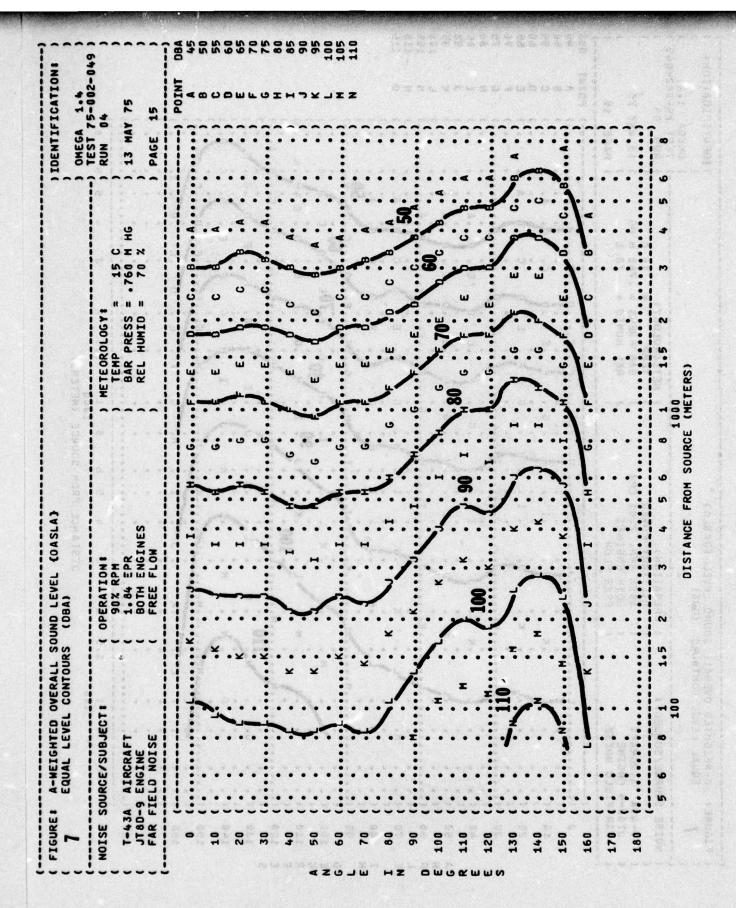


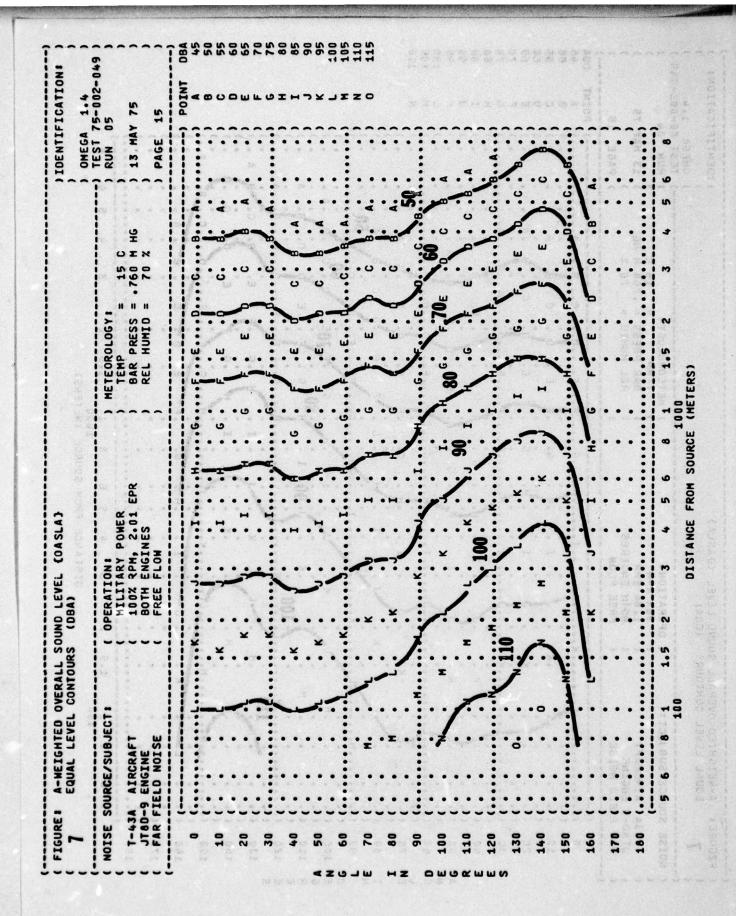
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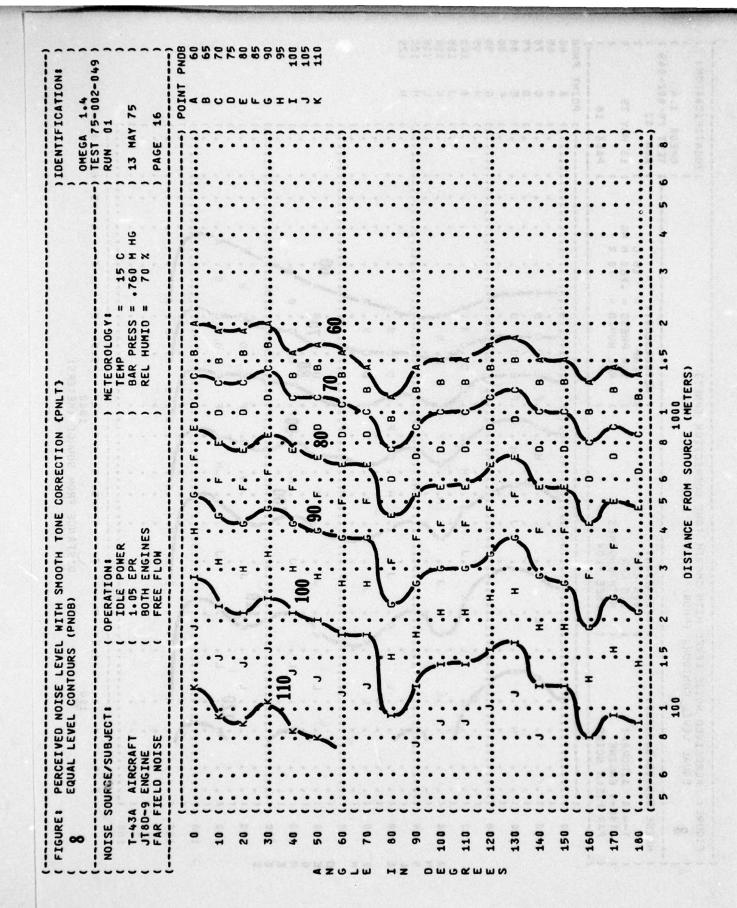
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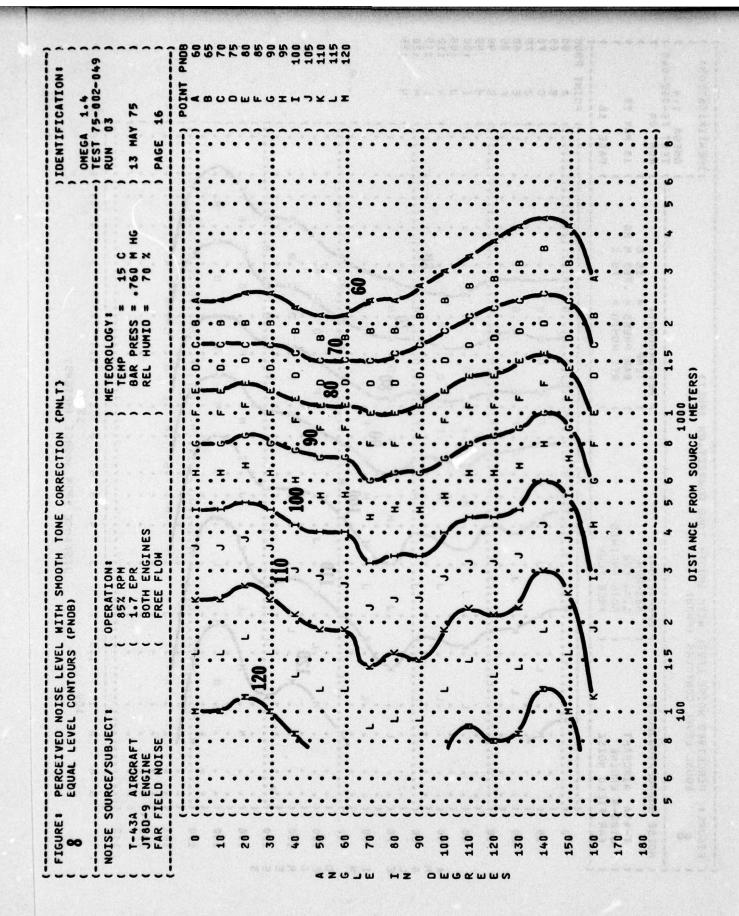


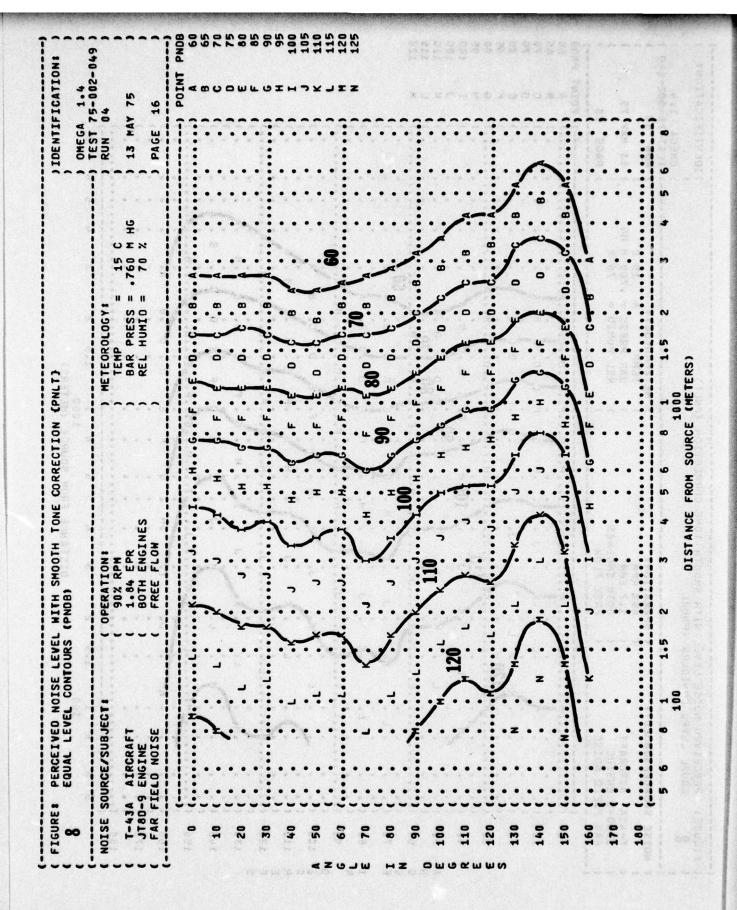


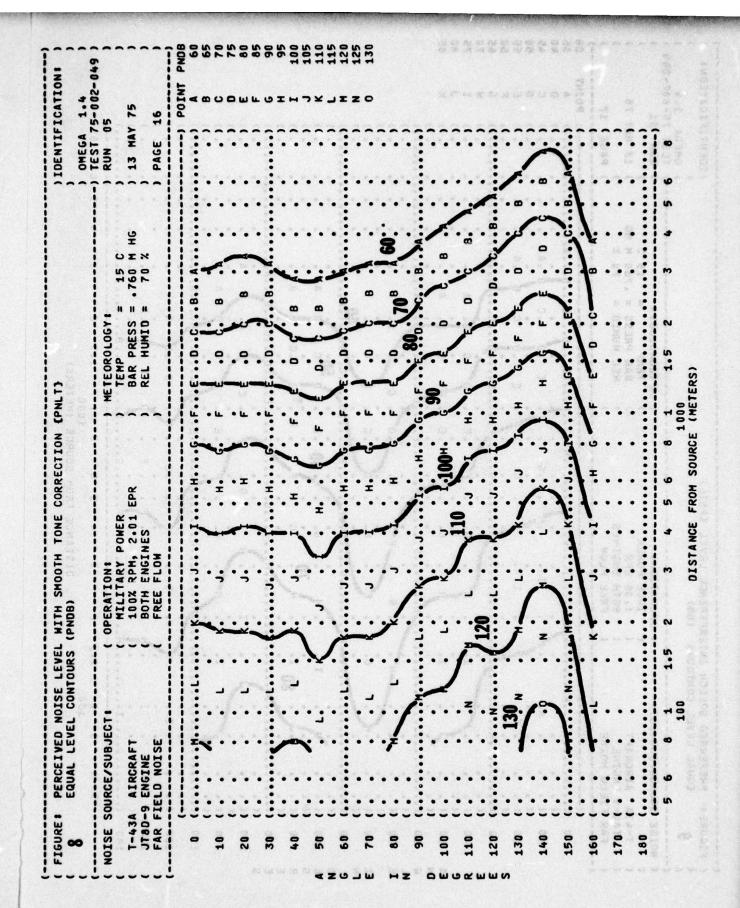


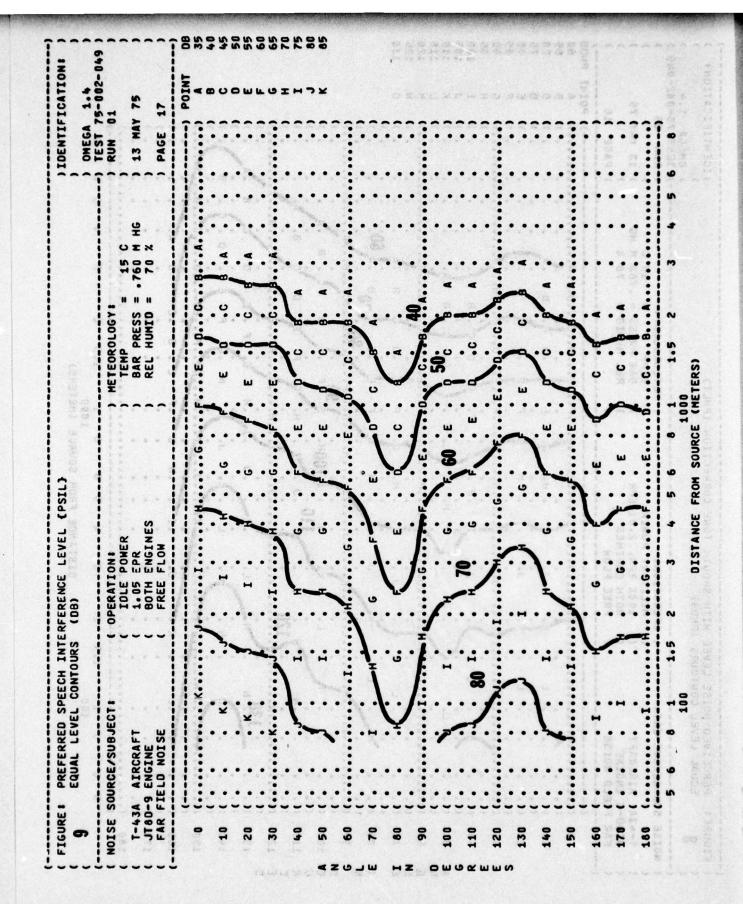


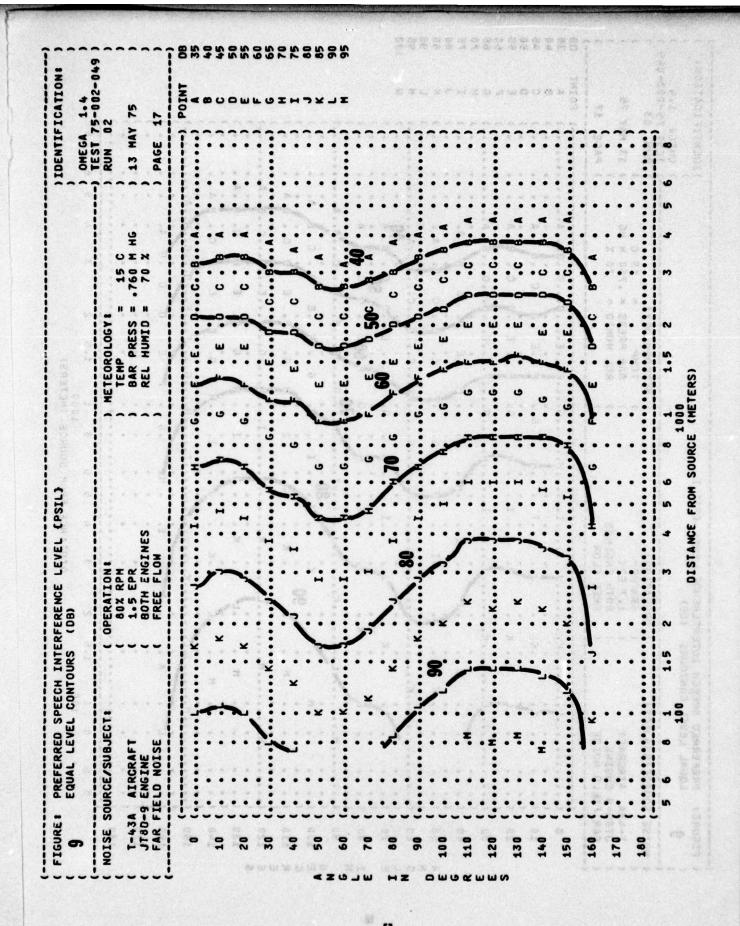
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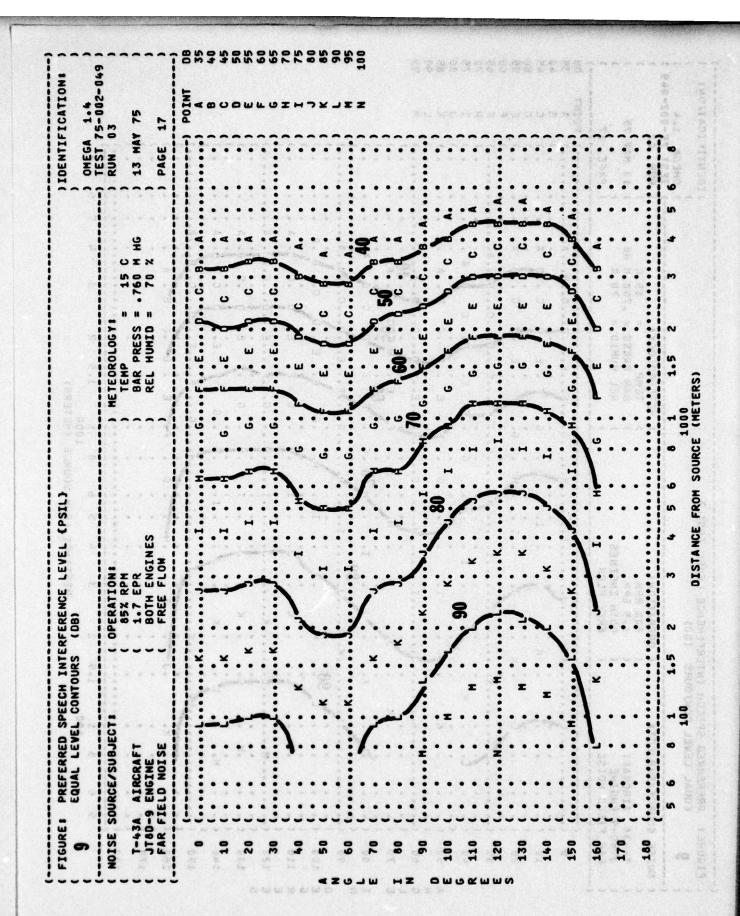


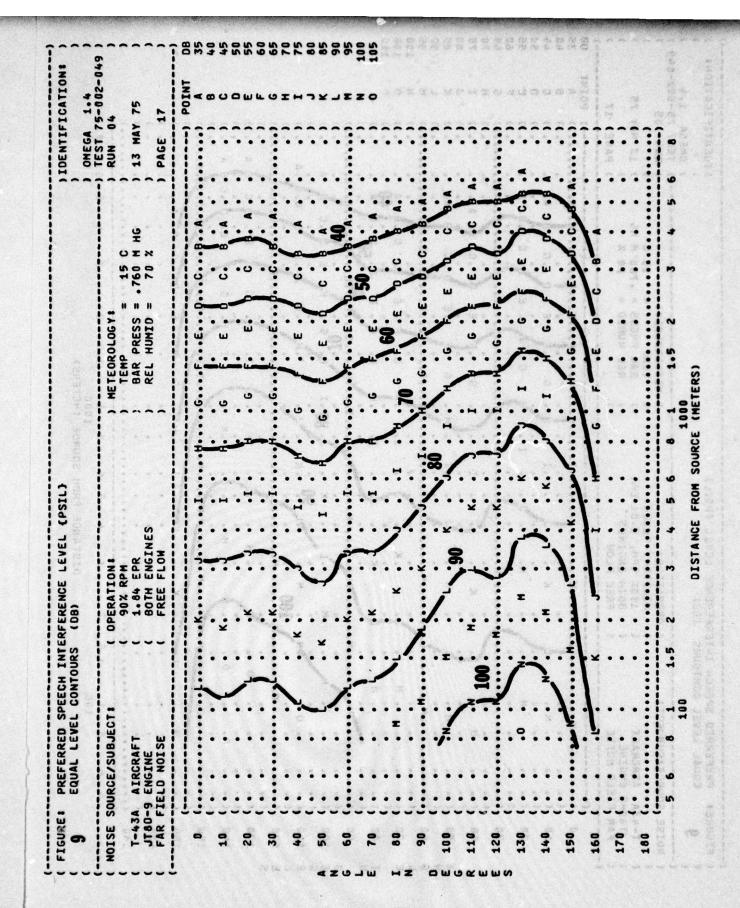












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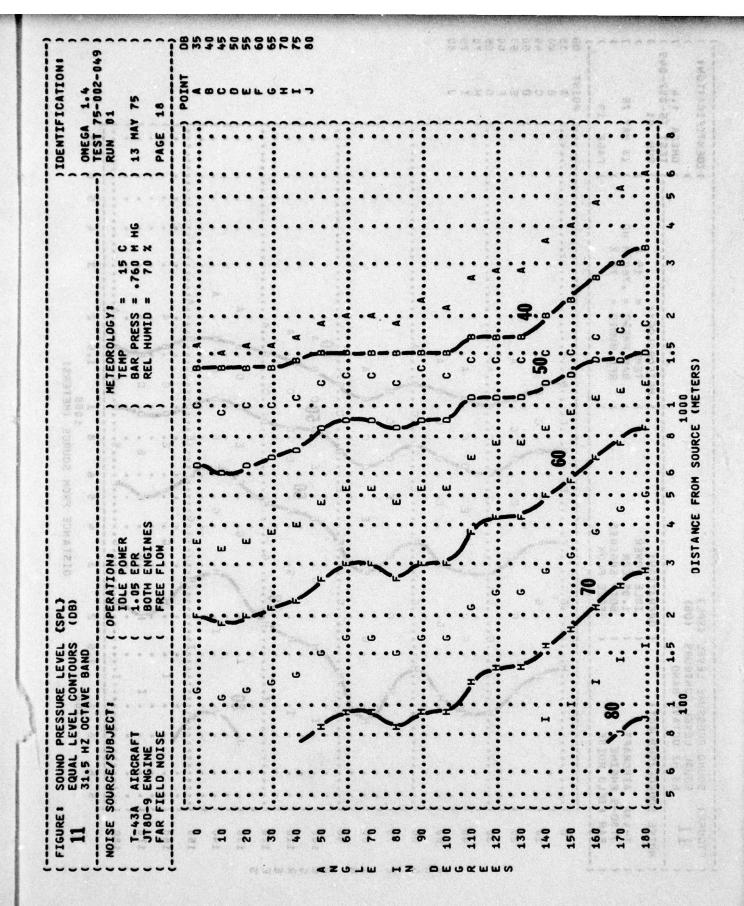
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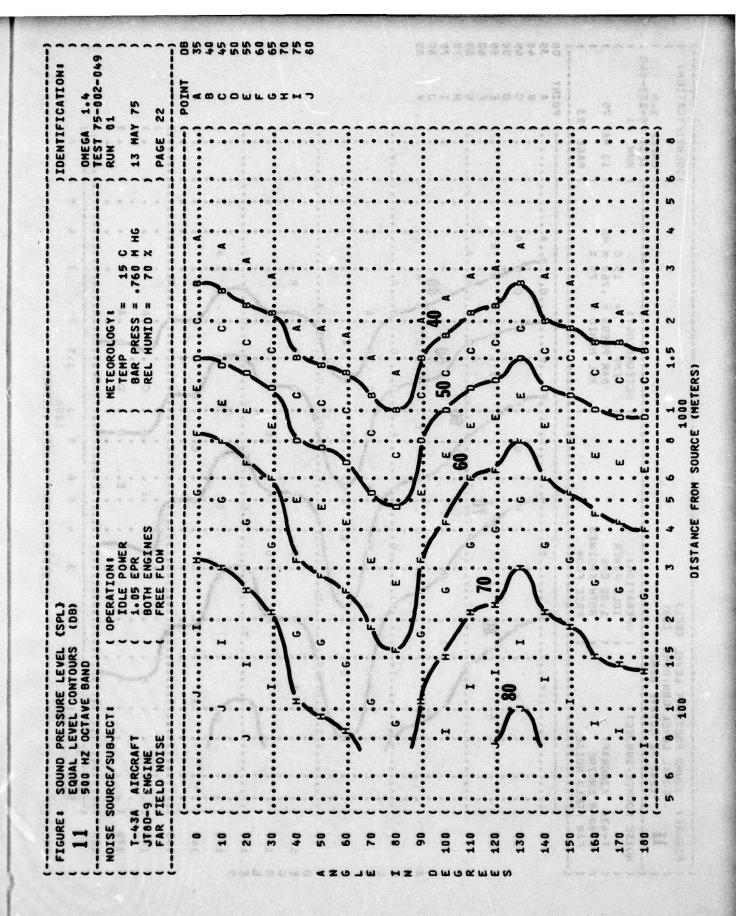
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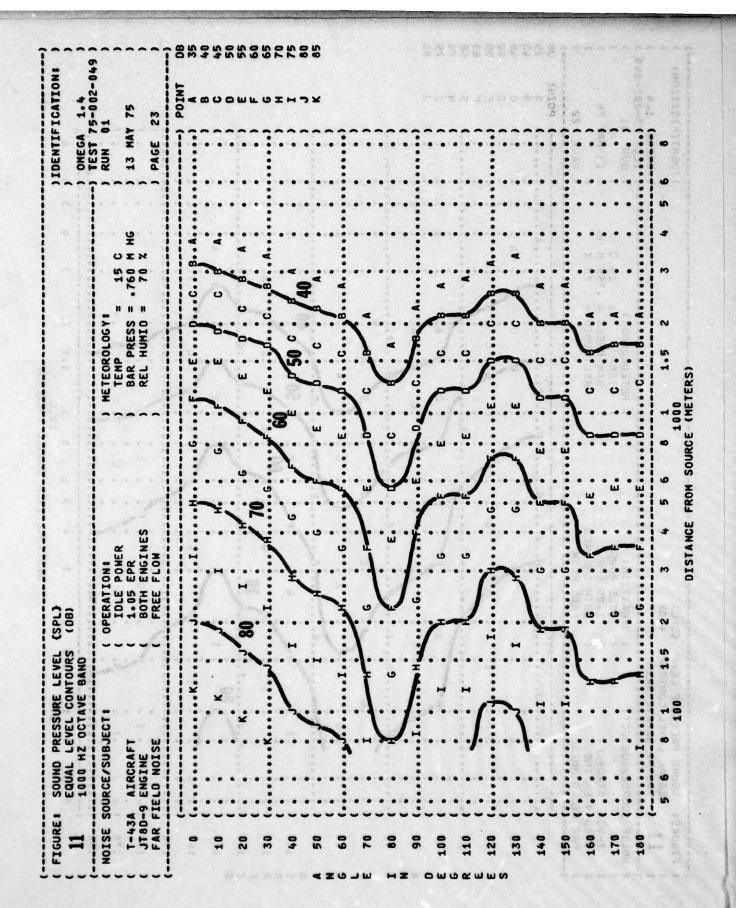
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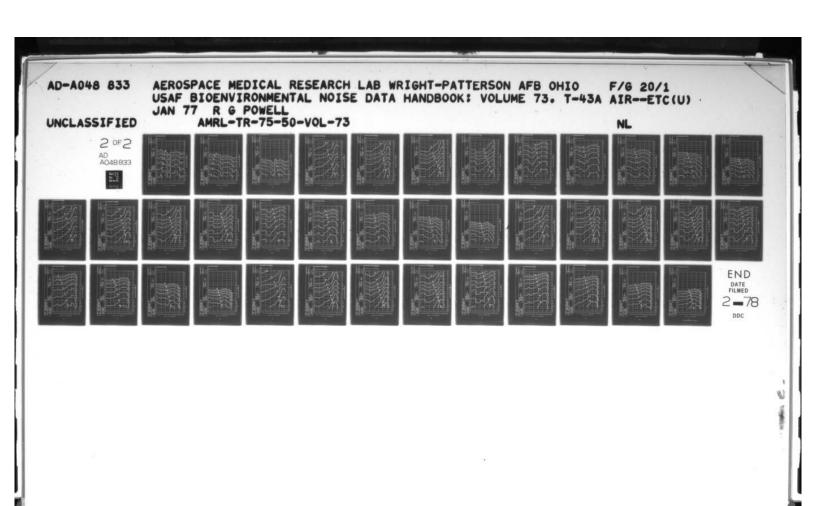
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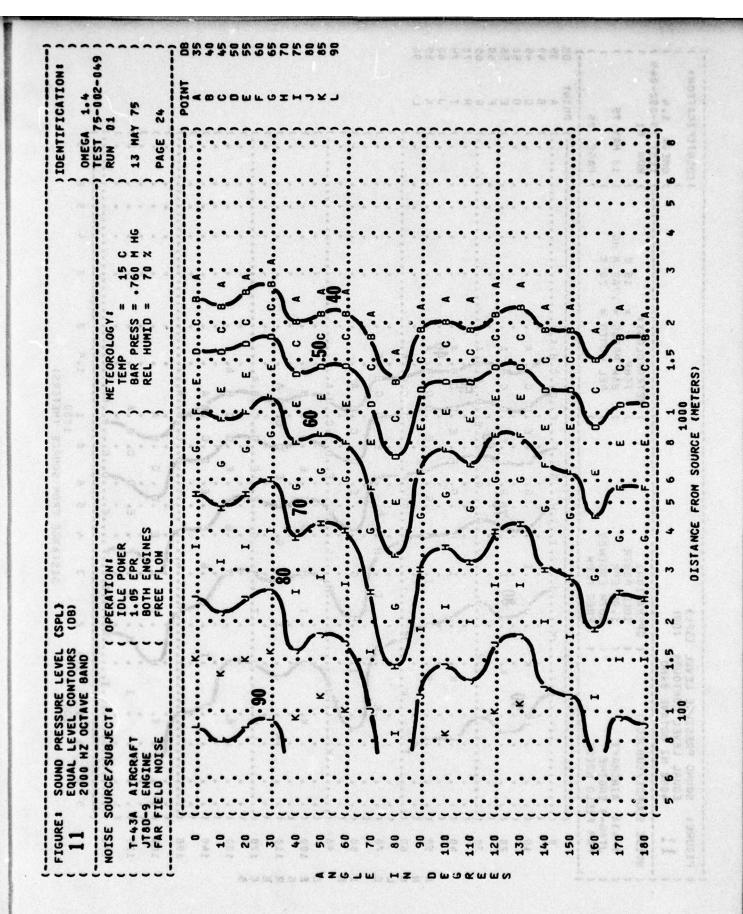
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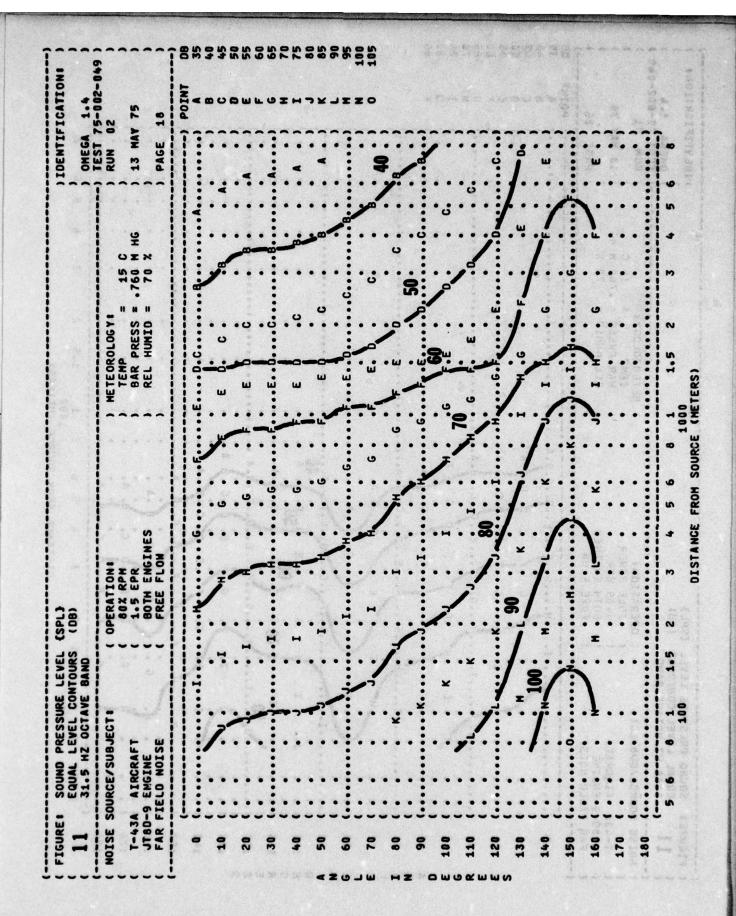


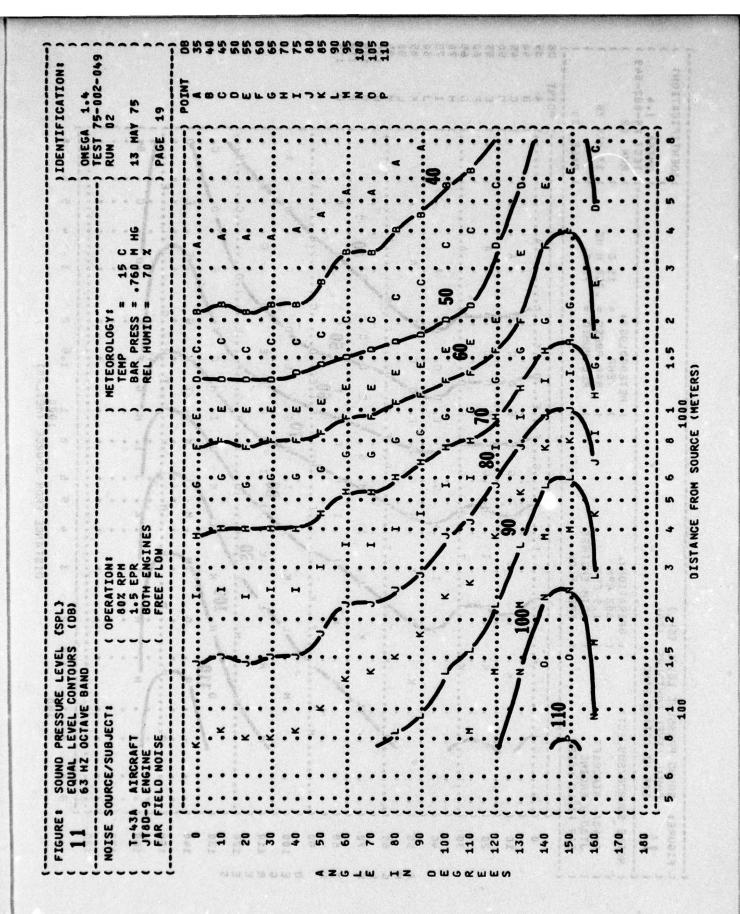


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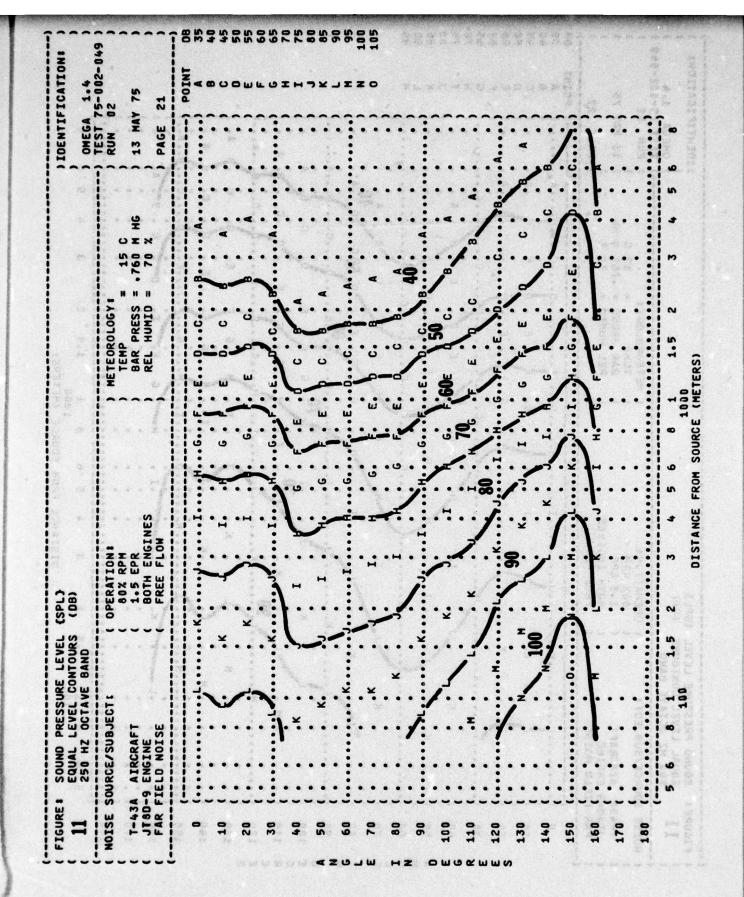
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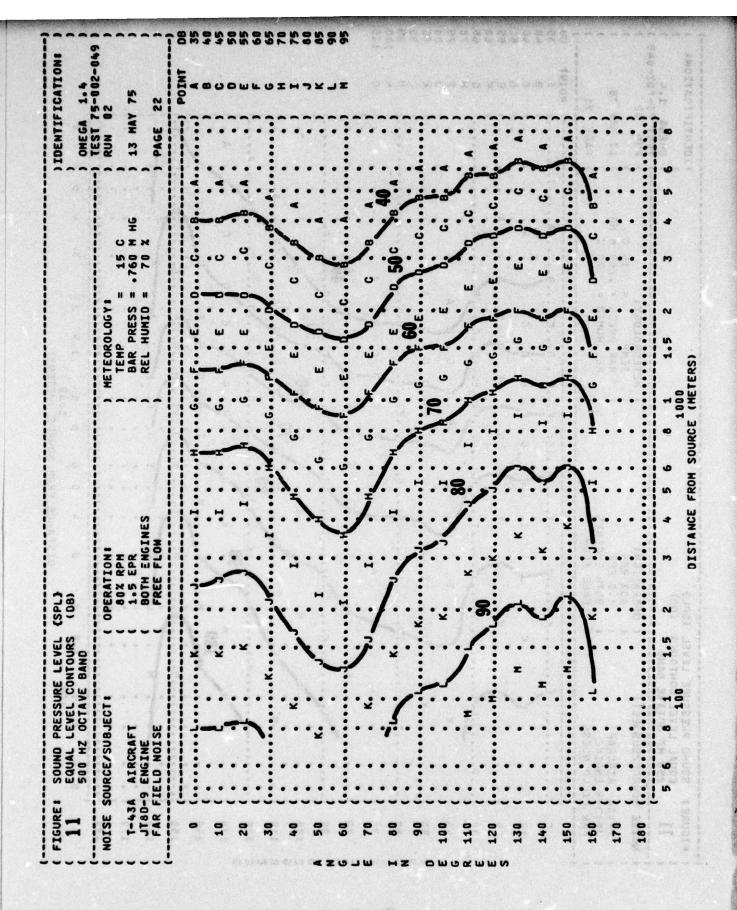
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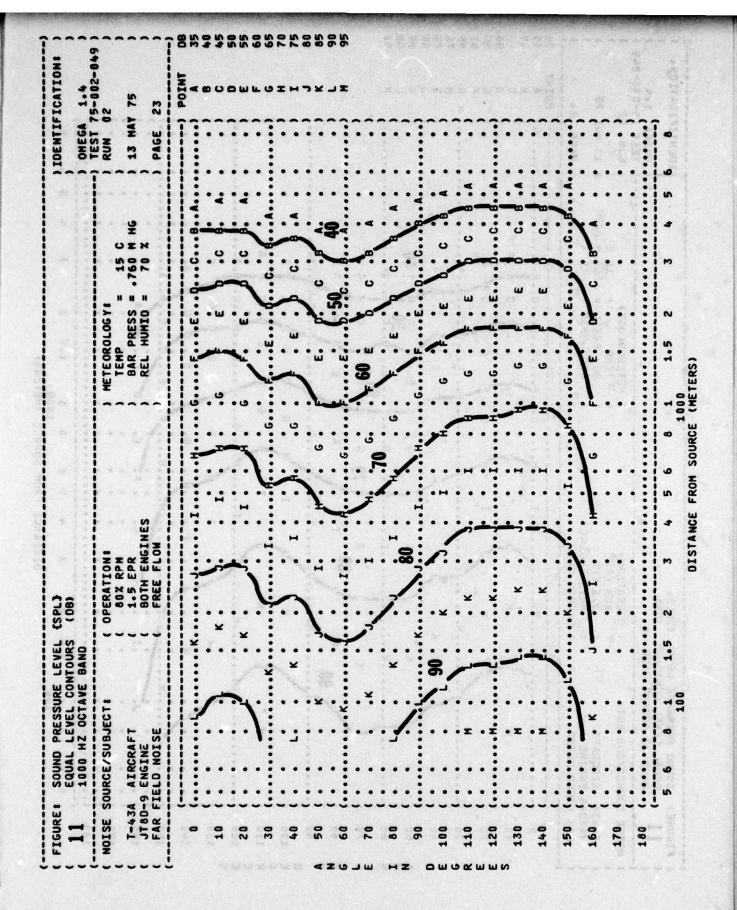


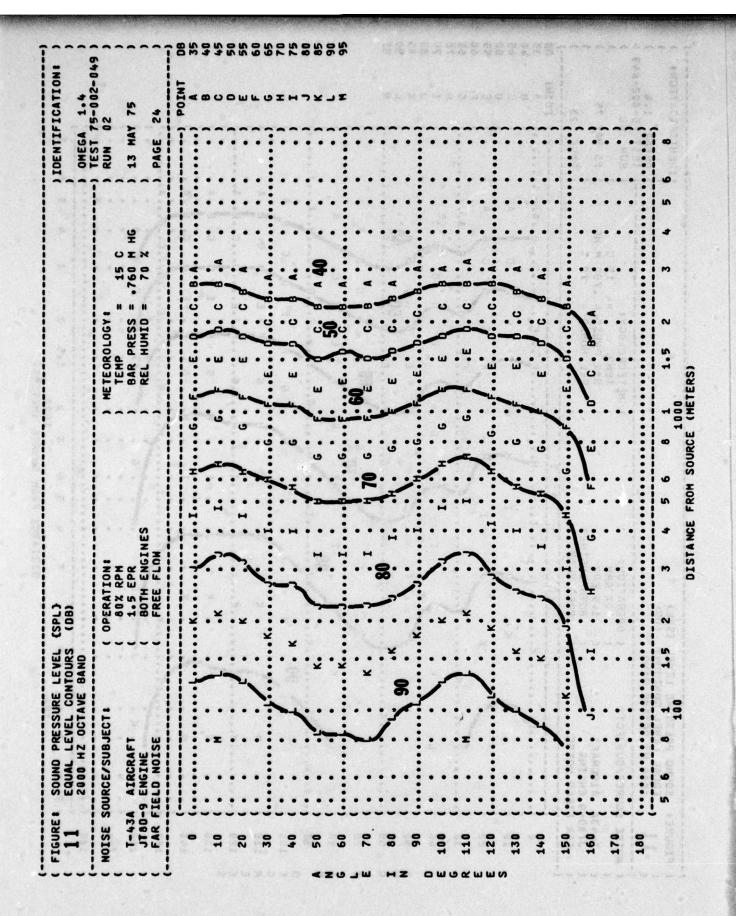


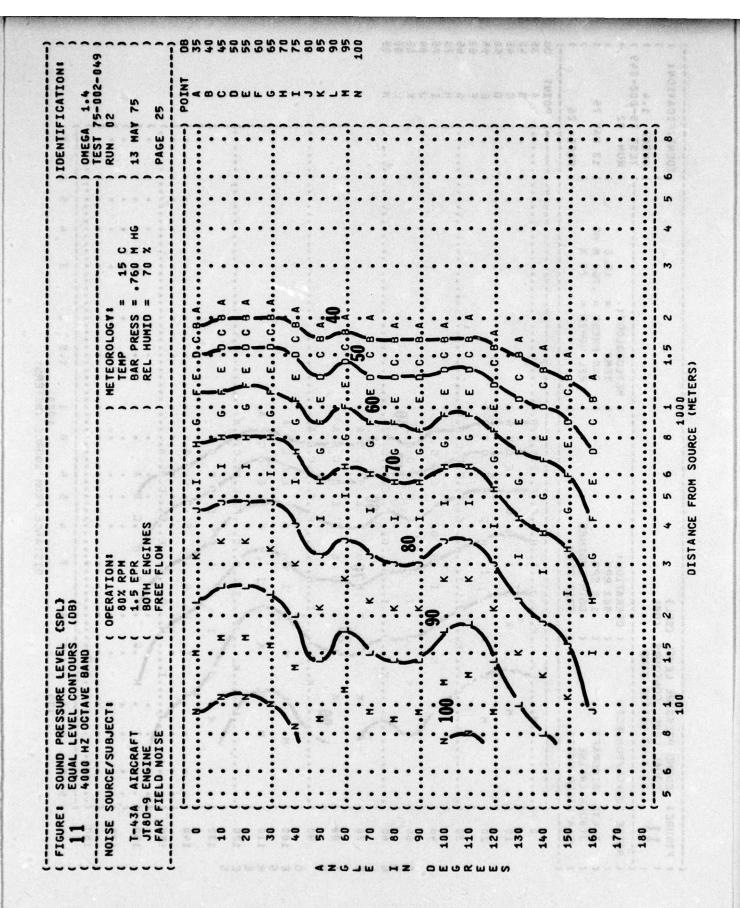
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JT6D-9 ENGINE FAR FIELD NOISE	1.5 EPR BOTH ENGINES FREE FLON	) BAR PRESS = .760 H HG ) REL HUNIO = 70 %	) 13 HAY 75 ) PAGE 20
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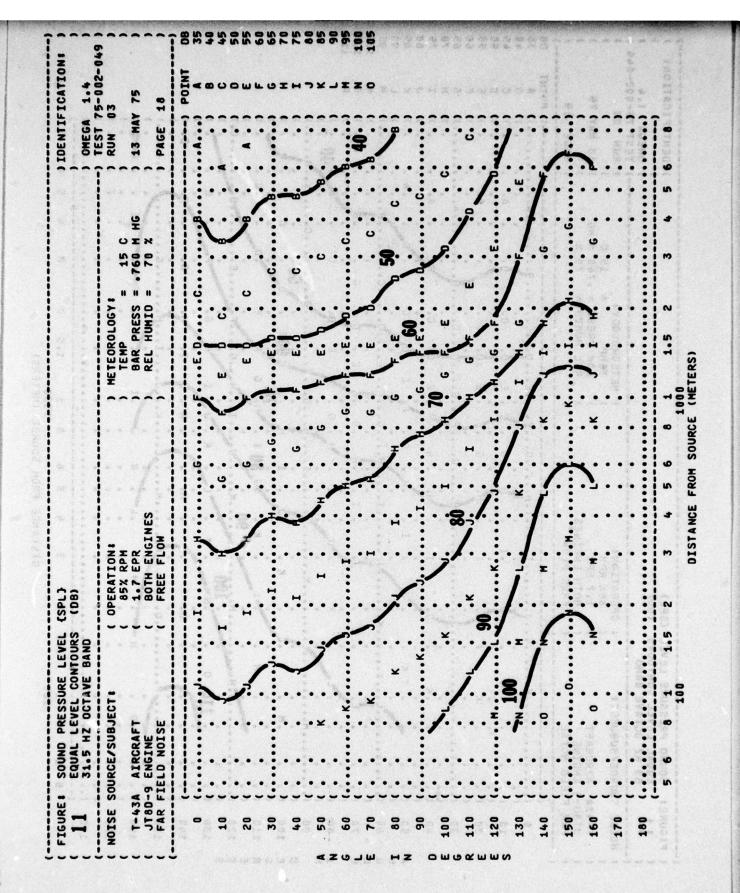




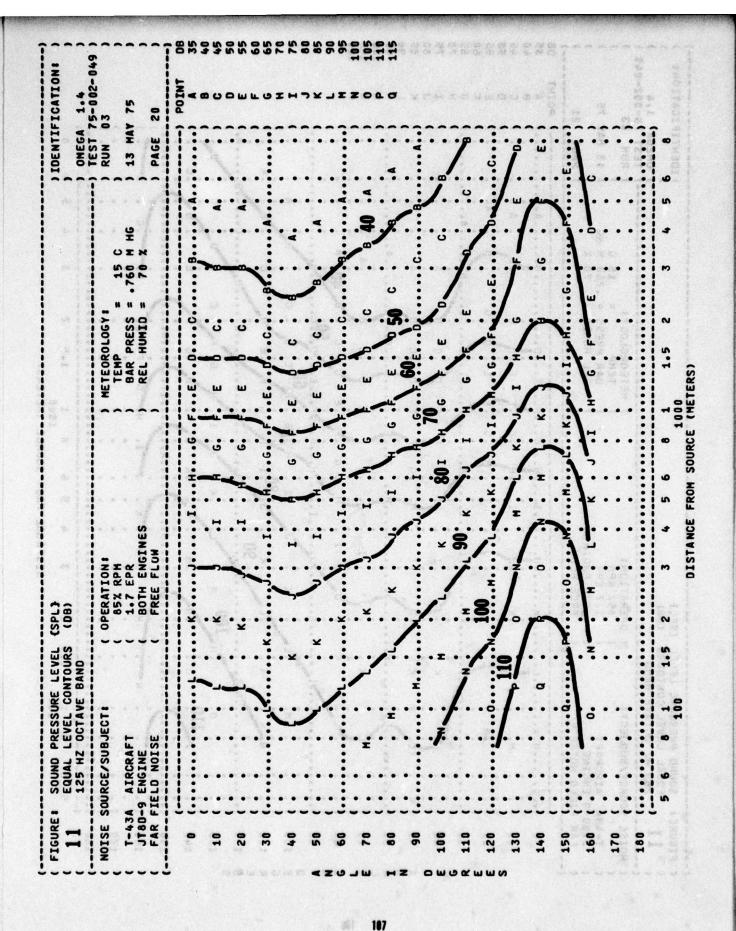


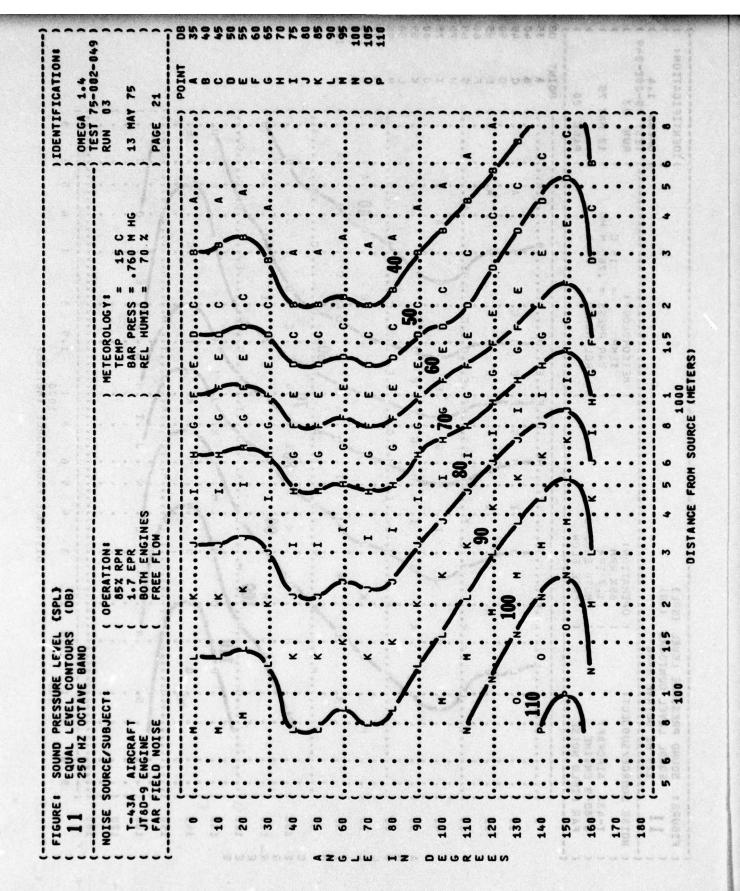


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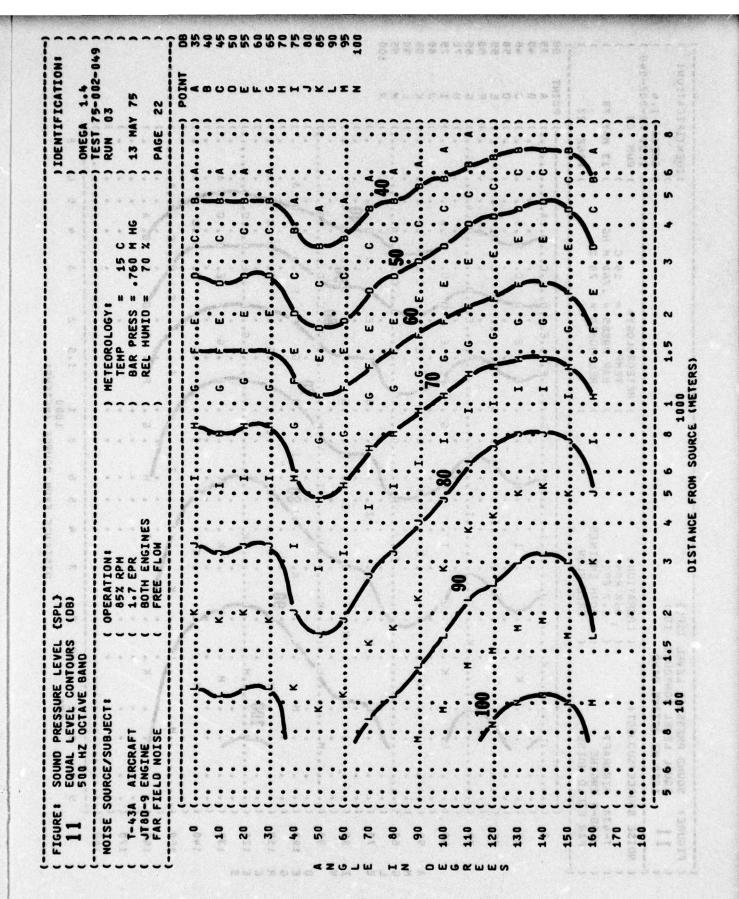


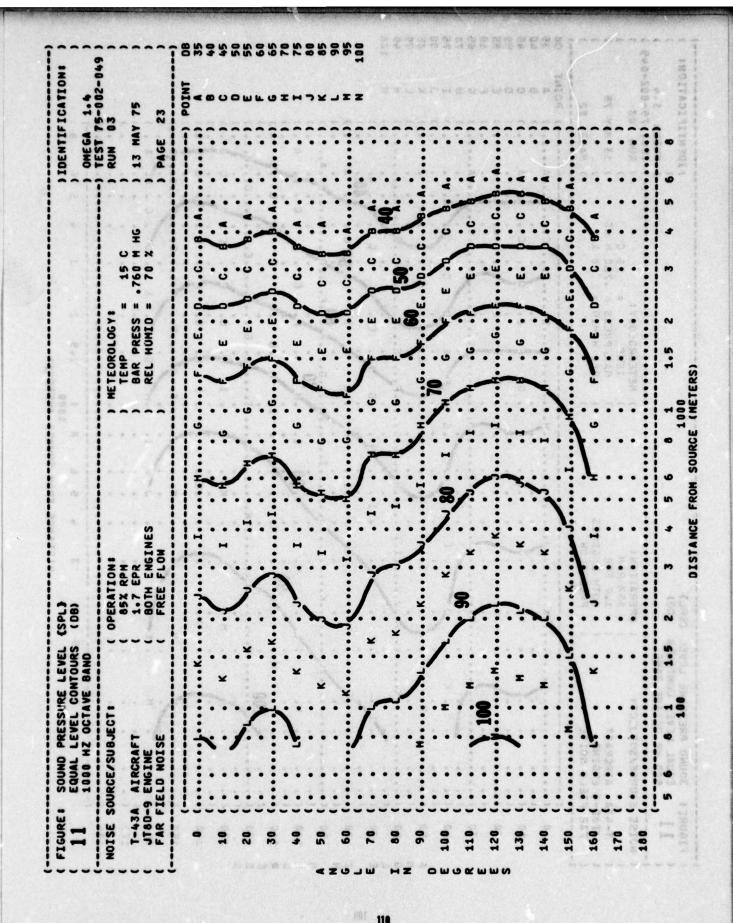
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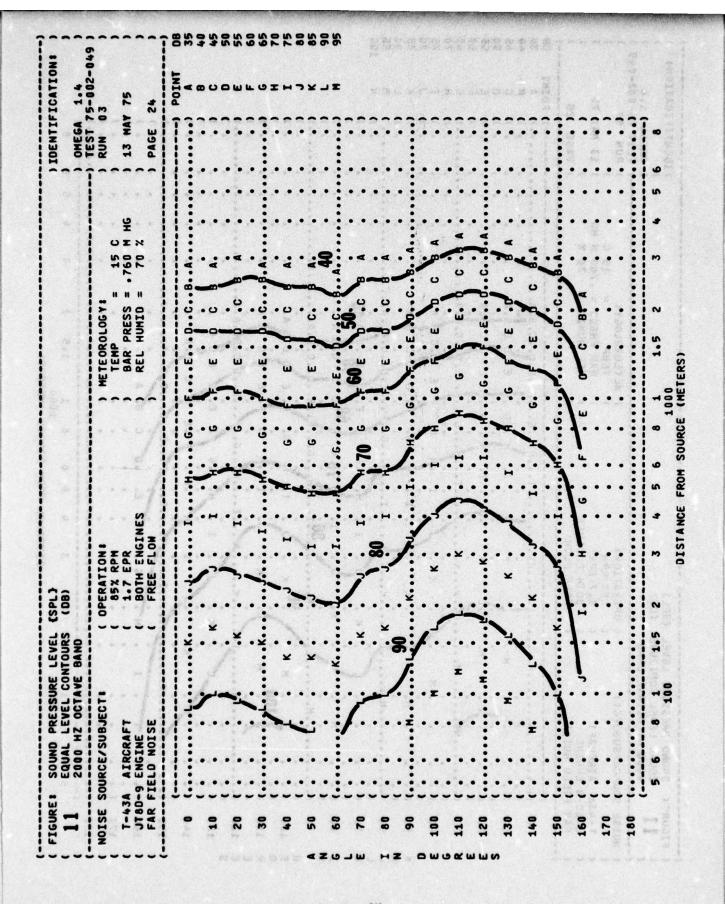


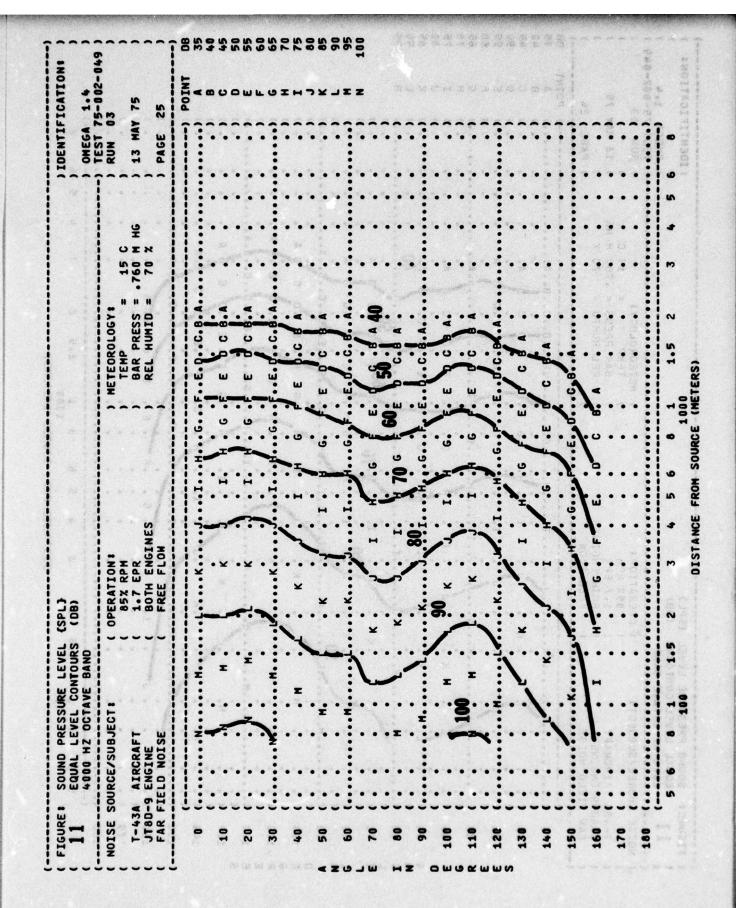


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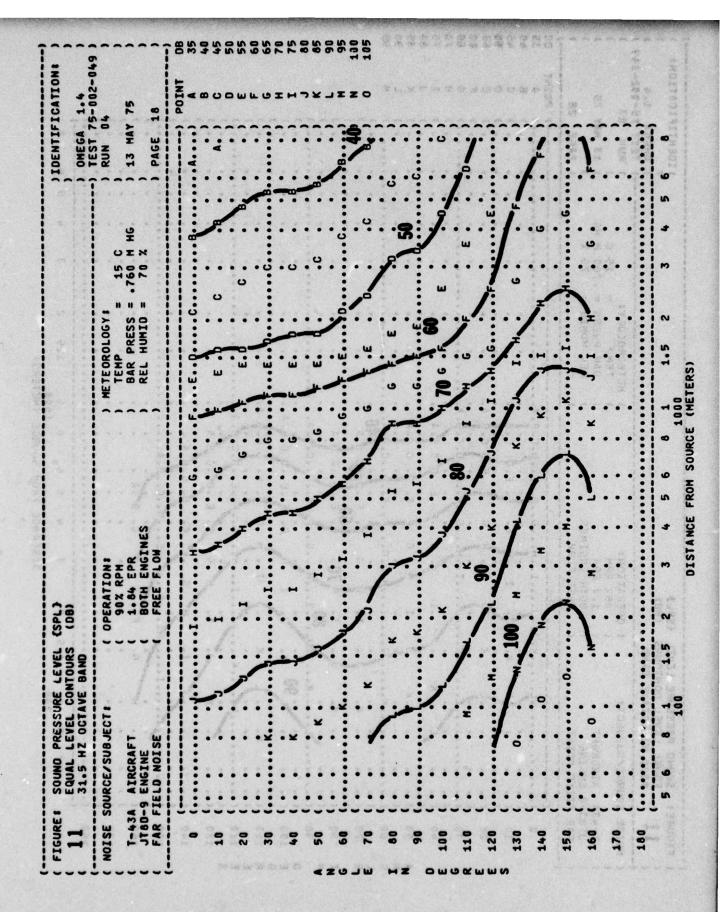


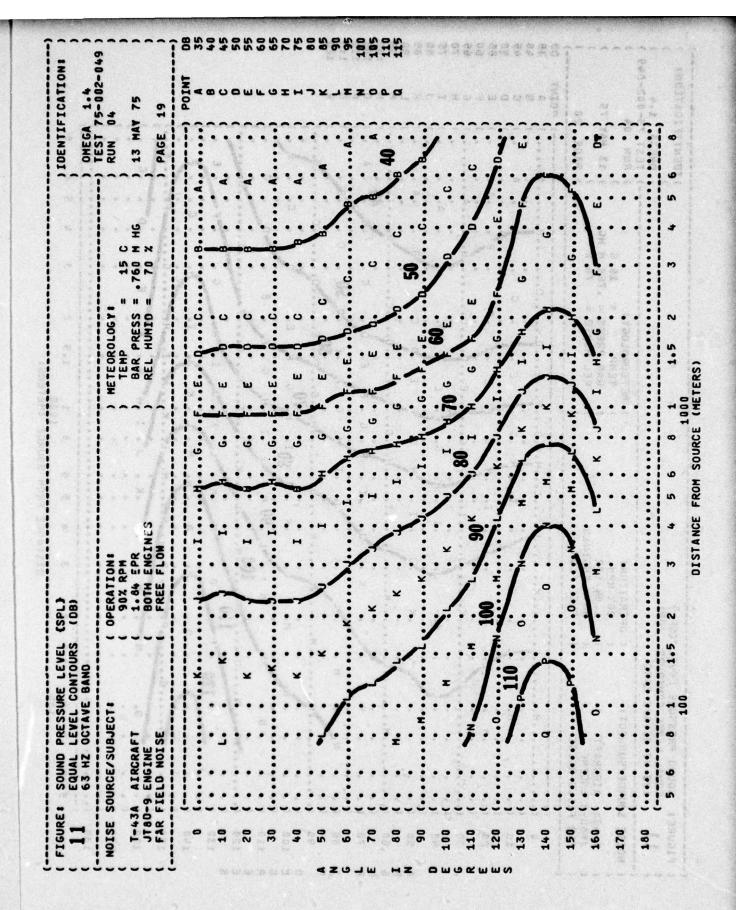


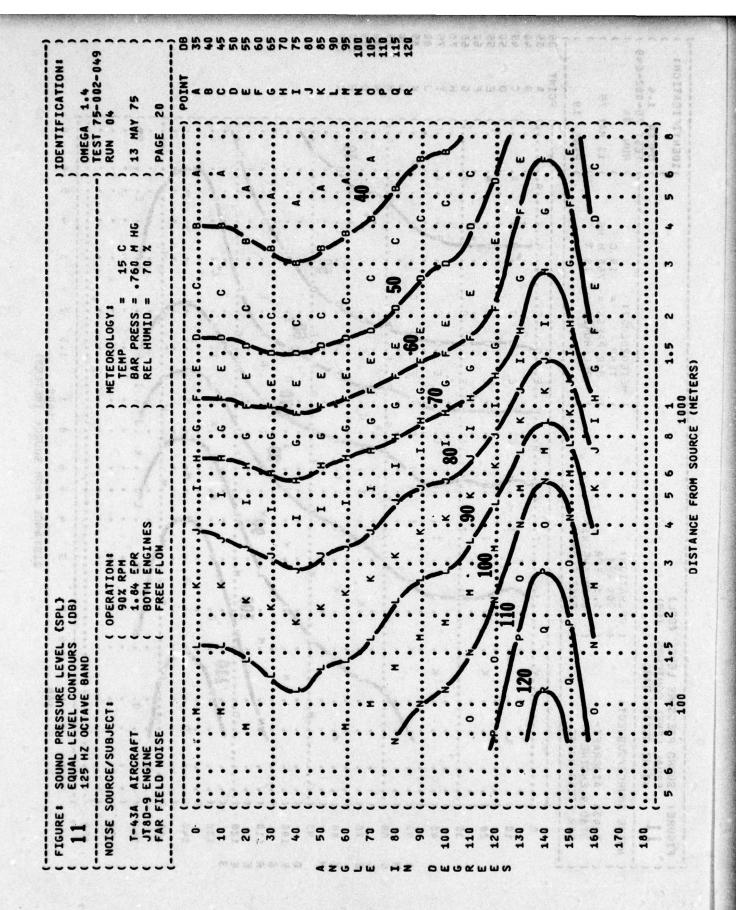


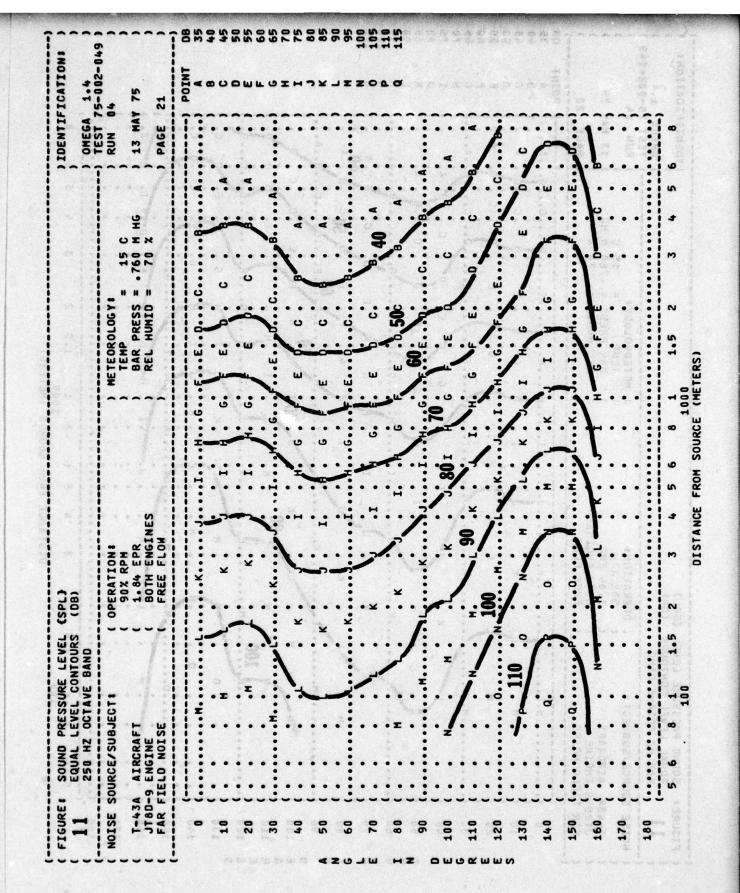


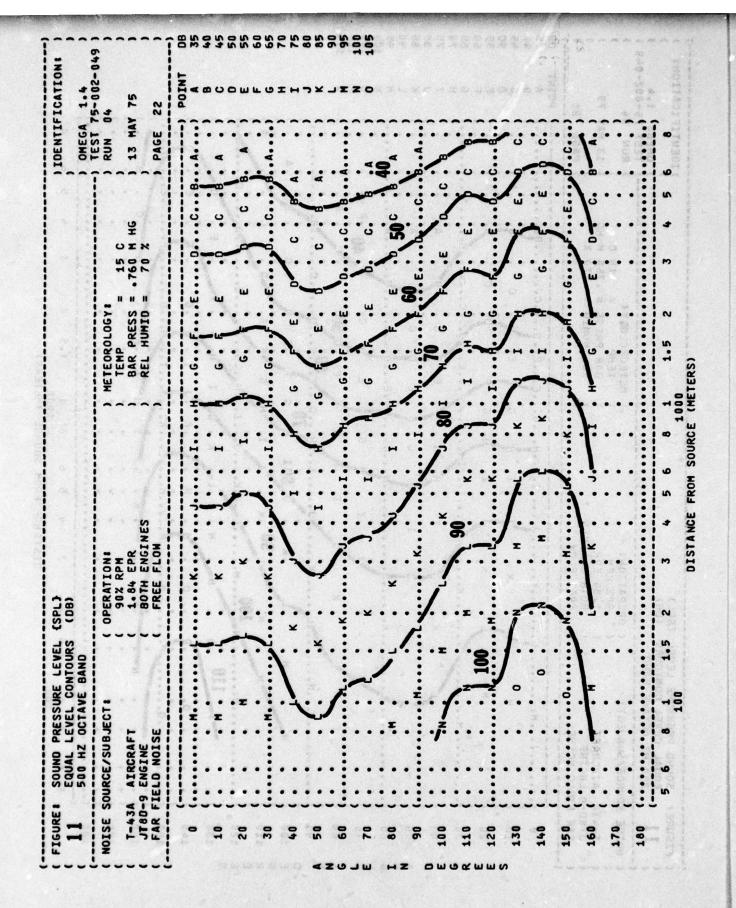
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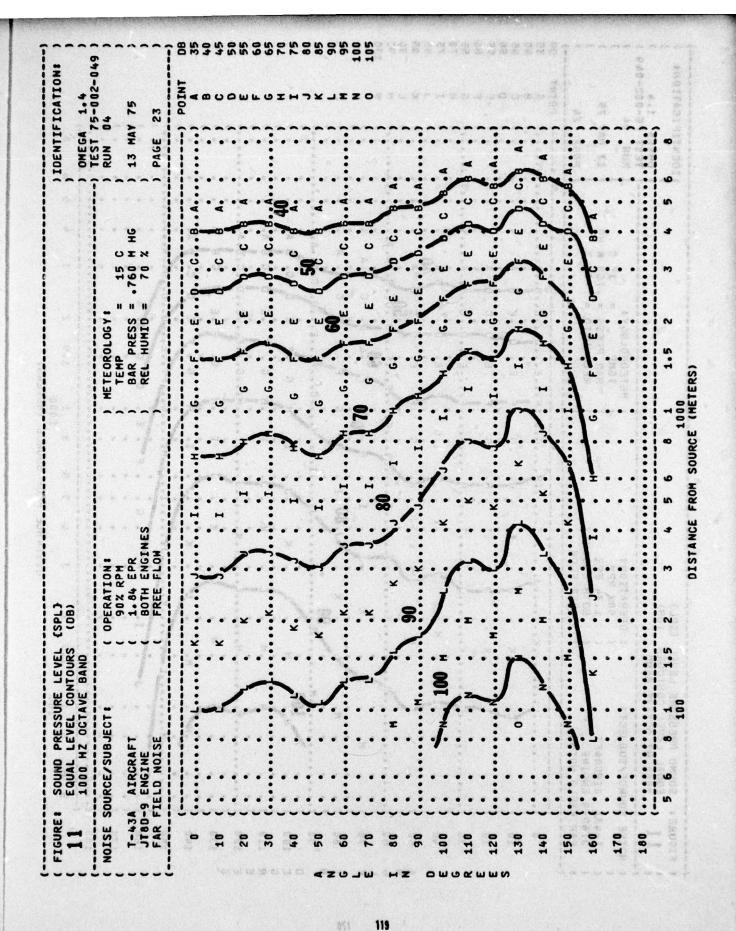


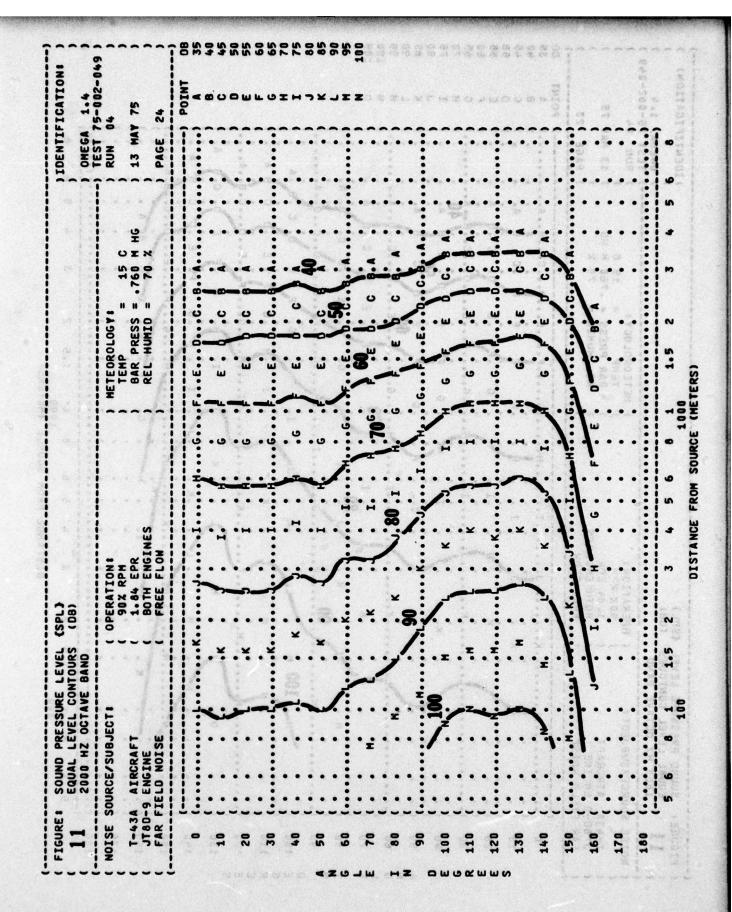




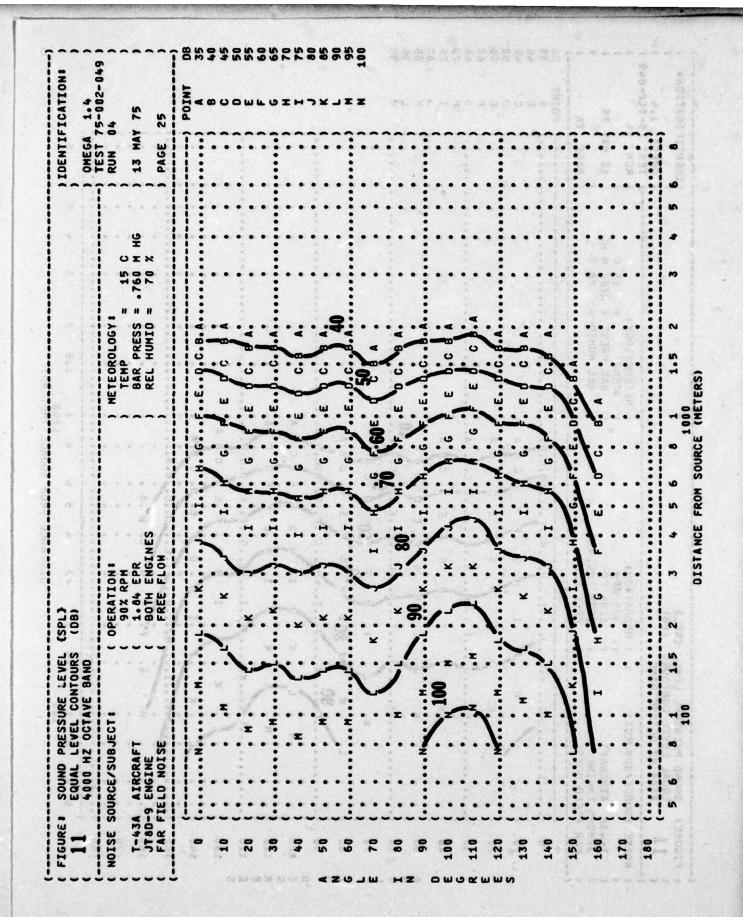




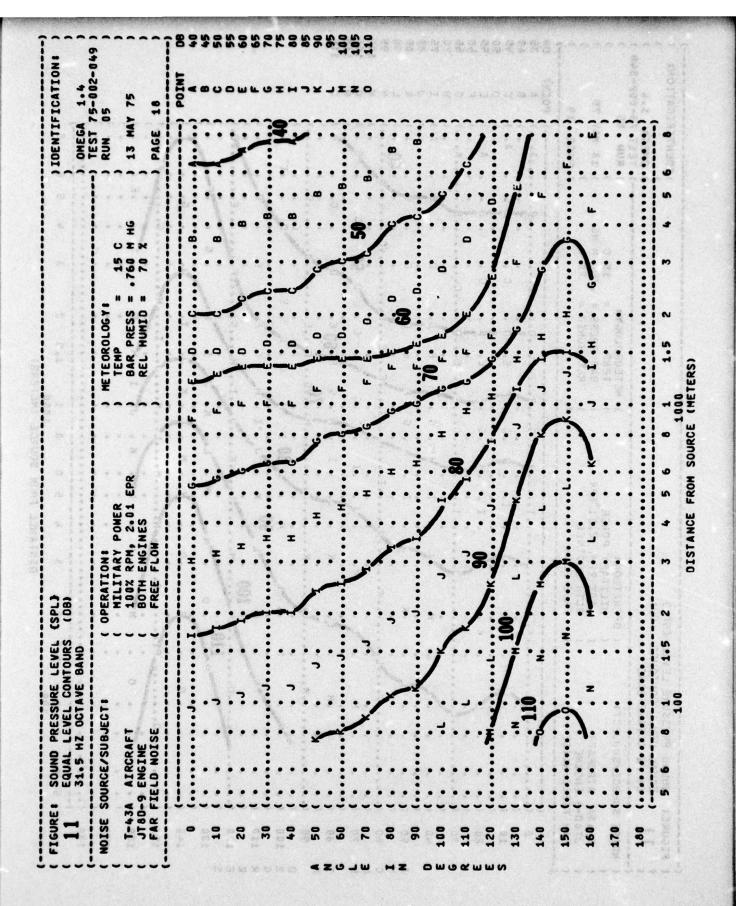


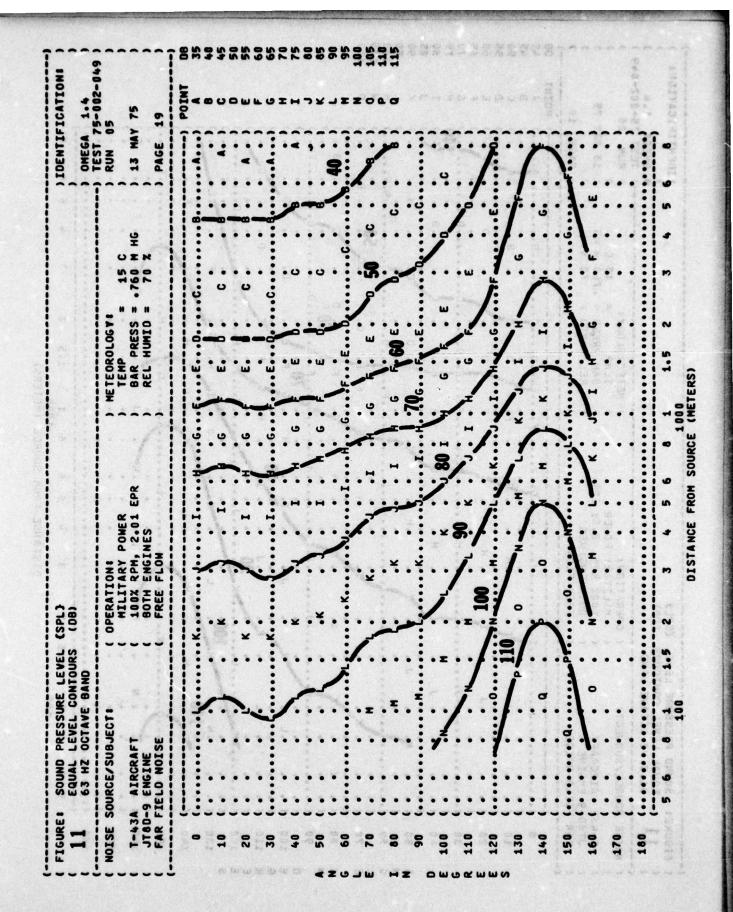


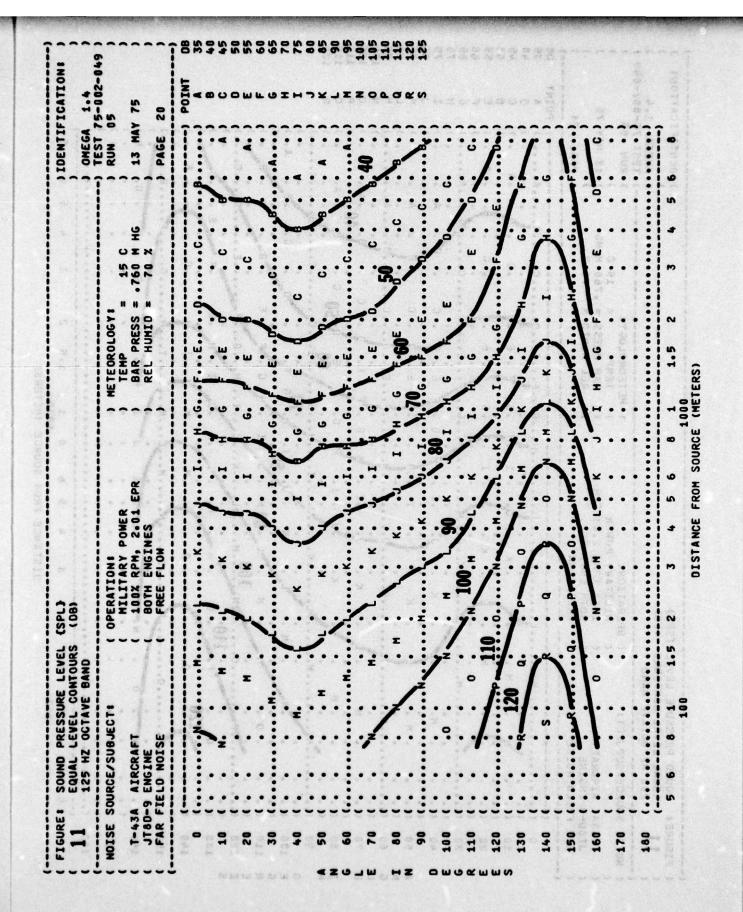
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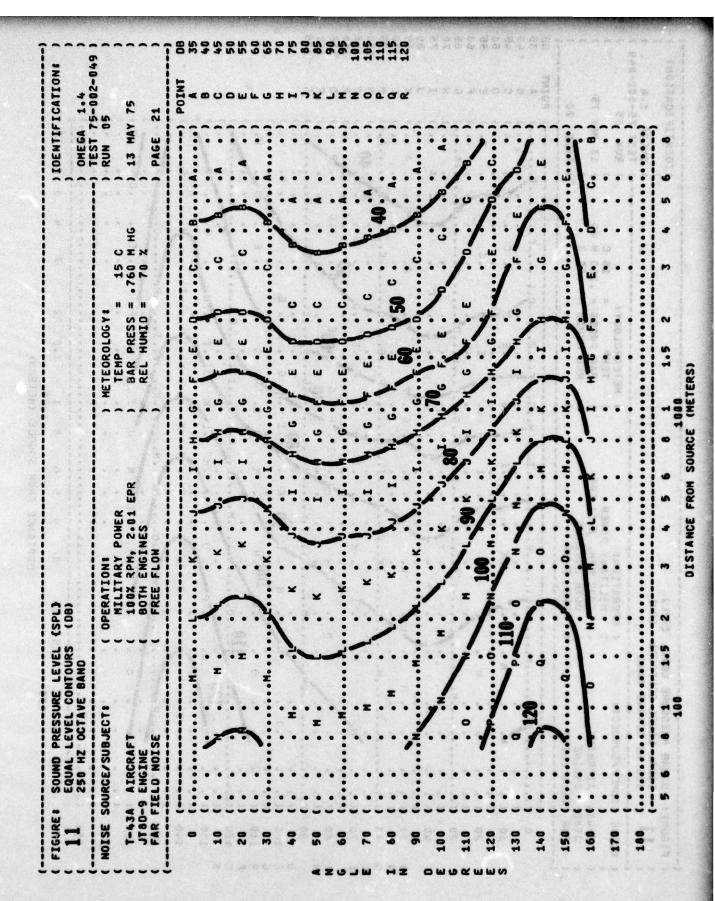


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